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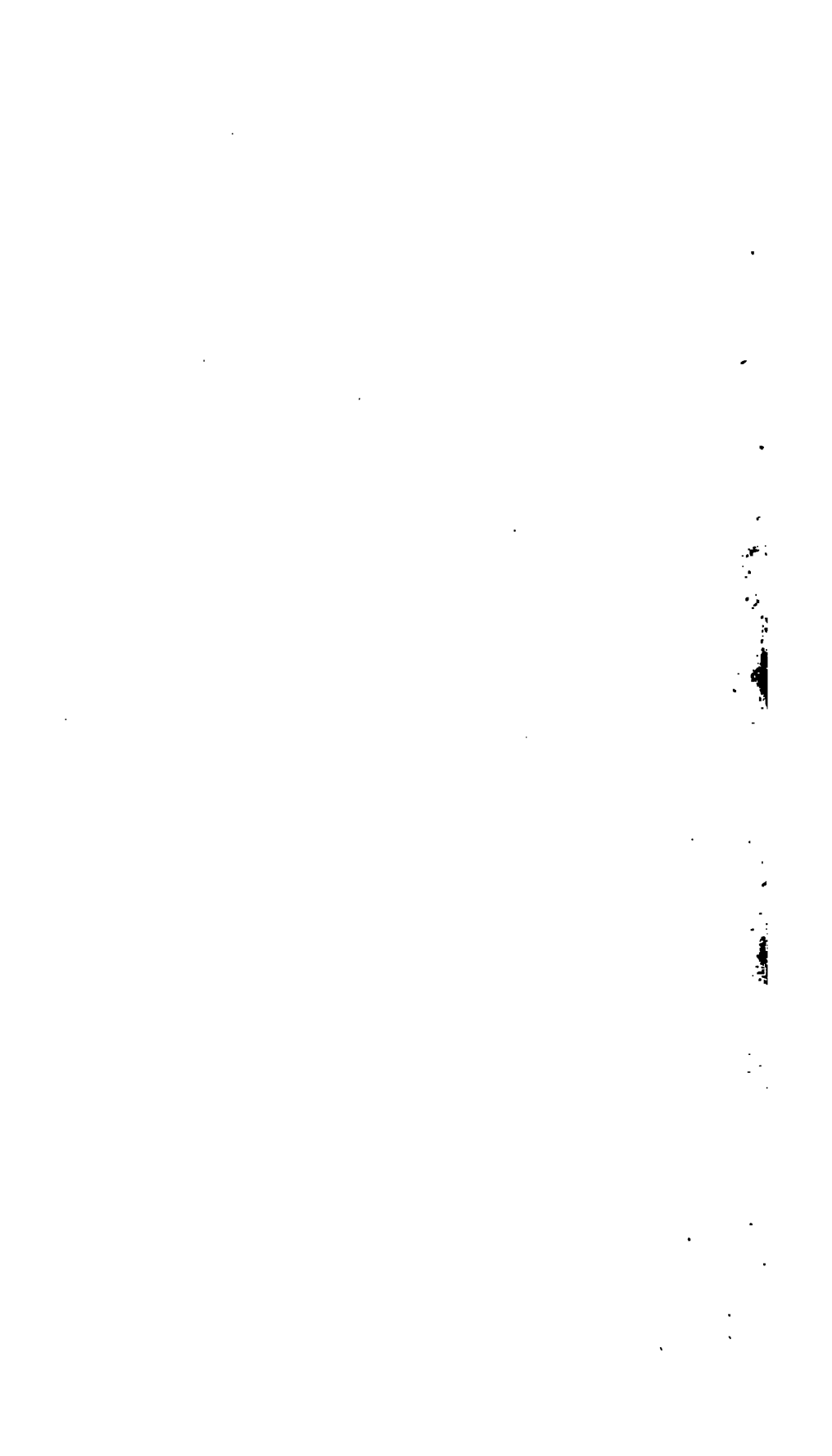




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AN
IMPROVED AND GREATLY ENLARGED
SUPPLEMENT
TO
MR. McCULLOCH'S
COMMERCIAL DICTIONARY;
CONTAINING THE
NEW TARIFF AND OTHER IMPORTANT ARTICLES, 142
AND
BRINGING DOWN THE INFORMATION IN THE WORK
TO
SEPTEMBER, 1842.

LONDON:
LONGMAN, BROWN, GREEN, AND LONGMANS.
MDCCCXLII.



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A
DICTIONARY,
PRACTICAL, THEORETICAL, AND HISTORICAL,
OF
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LONDON:
Printed by A. SPOTTISWOODE,
New-Street-Square.

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ILLUSTRATED WITH MAPS AND PLANS.

BY J. R. M^cCULLOCH, ESQ.

A NEW EDITION:

WITH AN ENLARGED SUPPLEMENT,
BRINGING DOWN THE INFORMATION CONTAINED IN THE WORK TO
SEPTEMBER, 1842.

Tutte le invenzioni le più benemerite del genere umano, e che hanno sviluppato l'ingegno e la facoltà dell'animo nostro, sono quelle che accostano l'uomo all'uomo, e facilitano la comunicazione delle idee, dei bisogni, dei sentimenti, e riducono il genere umano a massa.

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LONDON:
PRINTED FOR
LONGMAN, BROWN, GREEN, AND LONGMANS.
MDCCCXLII.



NEW AND ENLARGED
S U P P L E M E N T.

SEPTEMBER, 1842.

N. B.—This Supplement embodies most part of that issued in December, 1838. It is intended to supply deficiencies and correct errors in the Dictionary; to bring down the information contained in it to the latest period; and especially to point out whatever changes have been made in the laws respecting commerce, navigation, &c., since it was published. We intend publishing another Supplement whenever it may seem to be required; and we earnestly entreat our friends at home and abroad to transmit to us, through Messrs. Longman and Co., such information as they conceive may enable us to correct, improve, or supply any article either in the Dictionary or in this Supplement. We shall carefully observe any stipulations as to the use of such communications.

ABATEMENT OF DUTIES.—No abatement is to be made, on account of damage on the voyage, from the duties payable on the following drugs, viz. *contharides*, *cocculus Indicus*, *Guinea grains*, *ipecacuanha*, *jalap*, *nux vomica*, *opium*, *rhubarb*, *sarsaparilla*, and *senna*.—(4 & 5 Will. 4. c. 89. § 5.)

ALE AND BEER.—In consequence of the complaints, whether well or ill founded, of the inconveniences arising from the increase of beer shops—(see *Dict.* p. 14.), a material change has been made in the mode of licensing houses for the sale of beer. Under the act 1 Will. 4. c. 64.—(*Dict.* p. 14.), the commissioners of excise, or other persons duly authorised, were bound to grant licences, costing 2*l.* 2*s.* a year, to all persons not excepted in the act, empowering them to sell ale, beer, porter, cider, &c. to be drunk *indifferently either on or off the premises*. But the act of 1834, 4 & 5 Will. 4. c. 85., made the obtaining of a licence to retail beer to be drunk on the premises contingent on the applicant being able to produce a certificate of good character, subscribed by certain persons rated at a certain amount to the poor: it has also raised the cost of such licence to 3*l.* 3*s.*; and reduced the cost of a licence to sell beer not to be drunk on the premises to 1*l.* 1*s.* We subjoin a full abstract of the act:—

Persons applying for a Licence to sell Beer to be drunk on the Premises, to deposit a Certificate of good Character, &c.—Every person applying for a licence to sell beer or cider by retail, to be drunk in the house or on the premises, shall, in addition to the application setting forth the particulars required by the act 1 Will. 4. c. 64., annually produce to and deposit with the commissioners of excise, collector, or other person authorised to grant such licence within the parish or place in which the person applying intends to sell beer or cider by retail, a certificate signed by 6 persons residing in and being and describing themselves to be inhabitants of such parish, place, &c., and respectively rated therein to the poor at not less than 6*l.*, or occupying a house therein rated to the poor at not less than 6*l.*, none of whom shall be maltsters, common brewers, or persons licensed to sell spirituous liquors or beer or cider by retail, nor owners or proprietors of any houses licensed to sell liquors, beer, or cider by retail, stating that the person applying for the licence is of good character; and at the foot of such certificate one of the overseers of the parish, township, or place shall certify (if the fact be so) that such 6 persons are inhabitants respectively rated as aforesaid; and such certificate shall respectively be in the form of the schedule annexed to this act: provided always, that in any parish, township, or district maintaining its own poor, in which there are not 10 inhabitants rated to their relief to the amount of 6*l.* each, or not occupying houses respectively rated to the poor at 6*l.* each (not being maltsters, common brewers, or persons licensed to sell spirituous liquors or beer or cider by retail), the certificate of the majority of the inhabitants of such parish, township, or district maintaining its own poor, as are rated to the amount of 6*l.* each, shall be deemed to be a sufficient certificate for the purposes of this act.—§ 2.

Penalty on Overseers.—Any overseer who shall, without due cause, refuse to certify that the persons who have signed the certificate are respectively rated to the poor's rate as aforesaid, to forfeit not more than 5*l.*—§ 3.

Beer drunk in Sheds.—Any person licensed under the act 1 Will. 4. c. 64., to sell beer, cider, &c. not to be consumed on the premises, who shall employ, permit, or suffer any person or persons to take or carry any beer, &c. from his house or premises, to be drunk or consumed for his benefit or profit, in any other house, tent, shed, &c. belonging to, or hired, used, or occupied by such licensed person, such beer, &c. shall be held to have been consumed on the premises, and the person selling the same shall be subject to the like forfeitures and penalties as if it had been actually drunk or consumed in a house or upon premises licensed only for the sale thereof.—§ 4.

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Billeting.—Provisions for billeting soldiers under mutiny acts to extend only to those licensed to sell beer or cider to be drunk in the house or on the premises, and not to extend to those licensed to sell beer not to be consumed on the premises. — § 5.

Justices to regulate the Opening and Closing of Houses.—Justices in petty sessions are authorised to fix the hours at which houses and premises licensed to sell beer under this act shall be opened and closed; but any person thinking himself aggrieved by any such order may appeal at any time, within 4 months from its date, to the justices in quarter sessions, on giving the justices making the order 14 days' notice of his intention; and the decision of the justices in quarter sessions shall be final: provided, however, that the hour to be fixed for opening any house shall not in any case be earlier than 5 o'clock in the morning, nor for closing the same later than 11 o'clock at night, or before 1 o'clock in the afternoon on Sunday, Good Friday, Christmas Day, or any day appointed for a public fast or thanksgiving; and the hours so fixed by the justices, with reference to the districts within their jurisdictions, shall be taken to be the hours to be observed and complied with under this act as fully as if the same had been specially appointed by it. — § 6.

Constables, &c. to visit licensed Houses.—All constables and officers of police are authorised to enter into all houses licensed to sell beer or spirituous liquors to be consumed upon the premises whenever they shall think proper; and if any person licensed as aforesaid, or any servant or person in his employ or by his direction, shall refuse to admit such constables, &c. into such house or premises, the person having the licence shall for the first offence forfeit and pay any sum not exceeding 5*l.*, together with the costs of conviction, to be recovered within 20 days before 1 or more justices; and it shall be lawful for any 2 or more justices, upon any person being convicted of such offence for the second time, to adjudge (if they think fit) that such offender be disqualified from selling beer, ale, porter, cider, or perry, by retail, for 2 years after such conviction, or for such shorter space as they may think proper. — § 7.

Penalty for making or using false Certificates.—Persons certifying any matter having reference to this act as true, who know the same to be false, or using any certificate, knowing the same to be forged, shall, on conviction of such offence before 2 or more justices, forfeit and pay the sum of 20*l.*; and every licence granted to any person making use of any certificate to obtain the same, such person knowing such certificate to be forged, or the matters certified therein to be false, shall be void to all intents and purposes; and any person using such certificate shall be disqualified for ever from obtaining a licence to sell beer or cider by retail. — § 8.

No Licence to be granted without a Certificate.—No licence for the sale of beer or cider by retail to be consumed or drunk in the house or on the premises shall be granted, except upon the certificate hereby required: provided, that in all extra-parochial places the certificate required by this act may be signed and given by inhabitants rated to the poor at 6*l.* in any adjoining parish or parishes. — § 9.

Retailers to produce their Licences on Requisition of 2 Magistrates.—In case any complaint be laid before 2 justices against any licensed person for an offence against the tenor of his licence, or against this act or the act 1 Will. 4. c. 64., the said justices may require such person to produce his licence before them for their examination; and if he wilfully neglect or refuse so to do, he shall forfeit for such offence any sum, not exceeding 5*l.*, the said justices shall think proper; and such person may be convicted, proceeded against, and dealt with for such offence in the same manner, *mutatis mutandis*, as is directed by the act 1 Will. 4. c. 64. with regard to persons guilty of a first offence against said act; and the penalty imposed for such offence is to be applied in the manner that a penalty for a first offence against said act is directed to be applied. — § 10.

Continuance of Powers, &c.—The powers, provisions, and penalties of 1 Will. 4. c. 64. to apply to persons licensed under this act, and to their sureties, &c. — § 11.

Act 1 Will. 4. c. 64. to continue in force, except as hereby altered. — § 12.

Duties on Beer Licences under the 1 Will. 4. c. 64. repealed, and new Duties granted in lieu thereof.—From and after the passing of this act, the duties payable on excise licences for the sale of beer by retail under the act 1 Will. 4. c. 64. shall cease, and in lieu of such duties there shall be paid upon the licences hereby authorised to be granted the duties following; viz.

For and upon every licence to be taken out by any person for the sale of beer by retail, not to be drunk or consumed in or upon the house or premises where sold, the annual sum of 1*l.* 1*s.*

For and upon every licence to be taken out by any person for the sale of beer by retail, to be drunk or consumed in or upon the house or premises where sold, the annual sum of 3*l.* 3*s.* — Sec. 13.

The duties to be under the management of commissioners of excise, and to be recovered and accounted for under the provisions of the act 1 Will. 4. c. 64. — § 14.

Not to affect Duty on Licences to retail Cider and Perry.—Nothing in this act shall affect the amount of duty payable under the 1 Will. 4. c. 64. on licences to retail cider and perry; but every such licence shall specify whether it be granted for the sale of cider and perry by retail not to be drunk in the house or premises where sold, or for the retail of the same to be drunk in the house or premises where sold. — § 15.

Licences under this Act not to authorise Persons to sell Wine.—No licence granted under the act 1 Will. 4. c. 64. and this act shall authorise any person to take out or hold any licence for the sale of wine, spirits, or sweets or made wines, or mead or metheglin; and if any person licensed under the act 1 Will. 4. c. 64. and this act shall permit or suffer any wine, spirits, &c. to be brought into his house or premises to be drunk or consumed there, or shall suffer them to be drunk or consumed in his house or premises, he shall, over and above any excise penalties to which he may be subject, forfeit 20*l.* — § 16.

Penalty on unlicensed Persons.—Such persons selling beer and cider by retail to be drunk off the premises, 10*l.*; to be drunk on the premises, 20*l.* — § 17.

Board over the Door.—Every person licensed to sell beer, cider, or perry, by retail, under the authority of the act 1 Will. 4. c. 64. and this act, shall, on the board required by the former act to be placed over his door, paint and keep thereon, after the words "licensed to sell beer or cider by retail," the additional words "not to be drunk on the premises," or "to be drunk on the premises," as the case may be, on pain of forfeiting the penalty imposed by such act for not having such board over the door. — § 18.

What is retailing of Beer, &c.—Every sale of beer, or of cider or perry, in any less quantity than 4½ gallons, shall be deemed and taken to be a sale by retail. — § 19.

Penalties for selling Spirits or Wine without Licence.—Persons licensed to sell beer or cider under the act 1 Will. 4. c. 64. and this act, who sell spirits or wine, sweets, &c. without being licensed, are liable to the penalties imposed by the laws of excise for selling spirits or wine, sweets, &c. without licence. — § 20.

Certificate not to be required for Houses in certain Situations, if Population exceed 5,000.—The before-mentioned certificate shall not be required as to any house situated within the cities of London and Westminster, or within any parish or place within the bills of mortality, nor within any city or town corporate, nor within the distance of 1 mile from the place used at the last election as the place of election or polling place of any town returning a member to parliament, provided that the population, determined according to the last parliamentary census taken in such city, town, &c. shall exceed 5,000: provided, that no licence for the sale of beer, ale, porter, cider, or perry by retail on the premises in the cities of London and Westminster, or in any parish within the bills of mortality, or in any such city or town corporate, or town returning a member to parliament as before mentioned, shall be granted after the 5th day of April, 1836, unless the house or premises specified as those in which beer or cider is intended to be sold shall be of the value of 10*l.* per annum. — § 21.

Service of Summons. — Summonses or orders not legally served, unless by some constable or other peace officer. — § 22.

Commencement. — Act shall commence and take effect from and after the 10th day of October, 1834. — § 23.

Form of Certificate referred to in § 2.

We, the undersigned, being inhabitants of the parish [or township, as the case may be] of _____ and respectively rated to the poor at not less than 6*l.* per annum, and none of us being maltsters, common brewers, or persons licensed to sell spirituous liquors, or being licensed to sell beer or cider by retail, do hereby certify, That A. B., dwelling in street [here specify the street, lane, &c.] in the said parish [or township, &c.] is a person of good character.

[Here insert the day of signing the certificate.]

(Signed)

E. F.
G. H.
I. K.
L. M.
N. O.
P. Q.

[Here state the residence of each of the persons signing.]

I do hereby certify, That all the above-mentioned persons whose names are subscribed to this certificate are inhabitants of the parish [or township, &c.] of _____ rated to 6*l.* to the relief of the poor of the said parish.

C. D.
[Overseer of the parish or township, &c.]
Date.

ALIENS. — The act 7 Geo. 4. cap. 54. referred to in the *Dictionary* (p. 23.), has been repealed by the act 6 Will. 4. cap. 11., which enacts in its stead some new regulations, of which the principal are, that —

Every master of a ship arriving from foreign parts shall, to the best of his knowledge and belief, immediately declare, in writing, to the chief officer of customs, the name or names, rank, occupation, &c. of any alien or aliens on board his ship, or who may have landed therefrom at any place within the realm, under a penalty of 50*l.* for omission or false declaration; and of 10*l.* for every alien omitted in the declaration: this regulation does not, however, extend to foreign mariners navigating the vessel. — § 2.
On arrival in this country, the alien is to declare his name, description, &c. and to produce his passport; which declaration is to be registered by the officer of customs, who is to deliver a certificate to the alien. A copy of this declaration is to be transmitted, within two days, to the secretary of state, or (if the alien land in Ireland) to the chief secretary of the Lord Lieutenant. The original certificate given to the alien is to be transmitted to the secretary of state on his leaving the country. New certificates to be granted in lieu of such as may be lost, without fee, under a penalty of 50*l.* Forging certificates, or falsely personating aliens, punishable by imprisonment, not exceeding three months, or by fine, not exceeding 100*l.* — §§ 3, 4, 5, &c.

APPLES. — Duty on, reduced from 4*s.* to 2*s.* a bushel. — (4 & 5 Will. 4. c. 89. § 15.)

AUSTRIA, TREATY OF COMMERCE WITH. — We have great pleasure in laying the following treaty before our readers. It is founded, as all such treaties should be, on the fairest principles of reciprocity, and will, no doubt, be productive of much advantage to both parties. It evinces, taken in connection with the reduction of the duties in the tariff (see *post*), the growing influence of enlightened views as to the sound principles of commercial policy in the Austrian cabinet; an influence that must necessarily, in the end, be productive of measures that will do more than any thing else to develop the hitherto almost latent, but vast, resources of the Austrian empire. The clause as to the navigation of the Danube may have important political consequences, should Russia attempt to throw any obstacles in its way; though we are not certainly of the number of those who think that this is a matter of sufficient importance to British interests for us to involve ourselves in any very serious responsibilities with respect to it. Subjoined is a copy of the treaty.

"In the name of &c. His Majesty the Emperor of Austria, King of Hungary and Bohemia, and Her Majesty the Queen of the U. K. of Great Britain and Ireland, animated with a desire to develop, extend, and strengthen the commercial relations between their dominions and possessions, and thereby to afford to their subjects who take a part in those commercial relations every facility and encouragement possible; and convinced that nothing could more conduce to the accomplishment of this desire than to continue the suppression of all inequalities in the tariff of duties which, previous to the conclusion of the convention signed in London on the 21st of December, 1829, were levied in the harbours of one state on the vessels of the other, have appointed plenipotentiaries to conclude a treaty to that effect — namely: &c. —

"Who, after the exchange of their full powers, agreed to, and signed, the following articles: —

"Art. 1. From the date of the ratification of the present treaty, the vessels of the two Powers, on entering and quitting the respective harbours of the two contracting Powers, shall pay no other duties than those to which are subjected or may hereafter be subjected the national vessels of each of the two Powers.

"2. All the productions of the dominions of His Majesty the Emperor of Austria, including those exported to the north by the river Elbe, and to the east by the Danube, and which may be imported into the harbours of Her Majesty the Queen of the United Kingdom, as also all the productions of the soil and manufactures of the kingdom of Great Britain, which may be imported into the harbours of His Majesty the Emperor of Austria, shall enjoy the same privileges and immunities, and *vice versa*.

"3. All the articles which are not the produce of the soil and manufactures of the dominions of the two contracting Powers, but shall be imported in a regular manner from the harbours of Austria into those of the United Kingdom of Great Britain, Ireland, Malta, Gibraltar, and other possessions of Her Britannic Majesty, shall be held to pay no other duties than those they would have to discharge if they were imported in English vessels. Her Britannic Majesty grants by the present treaty to the trade and navigation of Austria the advantages secured by the two acts of Parliament of the 28th of August, 1833, to the vessels and productions of the United Kingdom and of its possessions, and those enjoyed by the most favoured nations.

"4. All Austrian vessels proceeding from the harbours of the Danube, as far as Galacz, inclusive, as well

as their cargoes, may sail direct for the ports of Great Britain, and of all other the possessions of Her Britannic Majesty, as if they came direct from the harbours of Austria; and, reciprocally, all English vessels, as well as their cargoes, shall be admitted into the Austrian harbours, and depart therefrom, with the same immunities as Austrian vessels.

"5. Whereas English vessels coming direct from other countries may enter Austrian harbours, agreeably to the tenour of the present treaty, without paying any other duties than those to which Austrian vessels are liable, the productions of the soil and industry of those parts of Asia and Africa which are within the Straits of Gibraltar, and which, after being carried in a right line into the ports of Austria, are thence sent in Austrian vessels to the ports of Great Britain, shall enjoy the same advantages as if they had been imported by English vessels into Austrian ports.

"6. All articles of commerce imported or exported into or from the ports of the contracting countries, under the flags of either, whether in British or Austrian bottoms, are to be subjected to the same duties and premiums.

"7. All goods in bond from either country are to be subjected to the same duties on re-exportation.

"8. The Governments of the two states undertake not to inquire into the origin of the products introduced into the ports of either.

"9. With regard to trade with the East Indies in Austrian bottoms, the same privileges are granted by England to Austria as to the most favoured nations, but under the same conditions and legal prescriptions.

"10. The treaty does not apply to coasting navigation and trade between the ports of the same state in vessels belonging to the other of the two contracting states, as far as regards the transport of passengers and goods, because this navigation and trade are reserved to natives of each country respectively.

"11. The vessels and subjects of the contracting Powers, in their trade and navigation, are to enjoy reciprocally all the rights and privileges of the most favoured nations in the ports of either—that is to say, Austria is to have in the United Kingdom and all British possessions the full advantage of the Navigation Act passed 28th of April, 1833, and of another act of the same date for regulating the trade of the foreign possessions of England, or of any future acts or Orders in Council to the same effect; and England is to have in Austrian ports all advantages insured by treaties to other Powers. The two Powers also bind themselves not to grant any favours and privileges of trade and navigation to the subjects of other Powers which shall not be at the same time granted to Austrian and British subjects reciprocally, either gratuitously or upon equivalent compensation, according to the nature of the privileges so granted to other Powers.

"12. The stipulations contained in the 7th article of the treaty concluded at Paris on the 5th of November, 1815, between the Courts of Austria, Great Britain, Prussia, and Russia, for the trade between the Austrian states and the Ionian Islands, continue in force.

"13. The present treaty, which replaces that of the 21st of December, 1829, between the Austrian and British Governments, is to remain in force until the 31st of December, 1848, and after that time for twelve months from the date when one of the contracting Powers shall signify to the other its intention of limiting the duration of the treaty. At the expiration of such twelve months after the reception of such notice, the treaty is to cease to be of effect.

"14. Done at Vienna, July 3, 1838.

"METTERNICH.

"FREDERICK JAMES LAMB."

BANKS.

BANK OF ENGLAND.—Account of the Issues, Securities, Bullion, and Surplus or Rest, of the Bank of England, as published in the Gazette, according to the Act 3 & 4 Will. IV. cap. 98.

Average in the Quarters ending		Circulation.	Deposits.	Securities.	Bullion.	Rest.
		£	£	£	£	£
1 January,	1834	18,216,000	13,101,000	23,596,000	9,948,000	2,297,000
1 April,	—	19,097,000	14,011,000	25,970,000	9,431,000	2,293,000
1 July,	—	18,895,000	15,096,000	27,593,000	8,695,000	2,261,000
23 September,	—	19,126,000	14,754,000	28,691,000	7,695,000	2,506,000
18 December,	—	18,304,000	12,256,000	26,362,000	6,720,000	2,522,000
15 January,	1835	18,012,000	12,585,000	26,390,000	6,741,000	2,534,000
7 April,	—	18,591,000	11,289,000	16,328,000	6,329,000	2,677,000
30 June,	—	18,315,000	10,954,000	25,678,000	6,219,000	2,628,000
22 September,	—	18,240,000	13,230,000	27,888,000	6,261,000	2,679,000
15 December,	—	17,821,000	17,739,000	31,048,000	6,626,000	2,624,000
12 January,	1836	17,262,000	19,169,000	31,954,000	7,076,000	2,599,000
5 April,	—	18,063,000	14,751,000	27,927,000	7,801,000	2,514,000
1 July,	—	17,899,000	13,810,000	27,153,000	7,362,000	2,806,000
22 September,	—	18,147,000	14,118,000	29,406,000	5,719,000	2,860,000
15 December,	—	17,361,000	13,330,000	28,971,000	4,545,000	2,825,000
10 January,	1837	17,422,000	14,354,300	30,365,000	4,287,000	2,876,000
7 February,	—	17,868,000	14,230,000	31,085,000	4,032,000	3,019,000
7 March,	—	48,178,000	13,260,000	30,579,000	4,048,000	3,189,000
4 April,	—	18,432,000	11,192,000	28,843,000	4,071,000	3,263,000
2 May,	—	18,480,000	10,472,000	28,017,000	4,190,000	3,255,000
20 May,	—	18,419,000	10,422,000	27,572,000	4,423,000	3,184,000
27 June,	—	18,292,000	10,424,000	26,932,000	4,790,000	3,056,000
25 July,	—	18,261,000	10,672,000	26,727,000	5,326,000	3,026,000
22 August,	—	18,462,000	11,005,000	26,717,000	5,754,000	3,004,000
19 September,	—	18,814,000	11,093,000	26,605,000	6,303,000	3,001,000
17 October,	—	18,716,000	10,501,000	25,316,000	6,856,000	2,555,000
14 November,	—	18,344,000	10,242,000	23,985,000	7,432,000	2,831,000
14 December,	—	17,998,000	10,195,000	22,727,000	8,172,000	2,706,000
9 January,	1838	17,900,000	10,992,000	22,606,000	8,865,000	2,609,000
6 March,	—	18,600,000	11,535,000	22,792,000	10,015,000	2,672,000
1 May,	—	19,084,000	11,006,000	22,768,000	10,002,000	2,680,000
26 June,	—	19,047,000	10,426,000	22,534,000	9,722,000	2,783,000
21 August,	—	19,481,000	10,298,000	22,747,000	9,746,000	2,714,000
16 October,	—	19,359,000	9,327,000	22,015,000	9,437,000	2,765,000
11 December,	—	18,469,000	9,633,000	20,707,000	9,362,000	2,567,000
8 January,	1839	18,201,000	10,315,000	21,680,000	9,336,000	2,504,000
5 March,	—	18,298,000	9,950,000	22,767,000	8,106,000	2,625,000
28 May,	—	18,214,000	7,814,000	23,543,000	5,119,000	2,634,000
25 June,	—	18,101,000	7,567,000	23,534,000	4,344,000	2,610,000
23 July,	—	18,049,000	7,955,000	24,905,000	3,785,000	2,686,000
20 August,	—	17,969,000	8,029,000	25,588,000	3,765,000	2,855,000
17 September,	—	17,560,000	7,781,000	25,936,000	2,816,000	3,011,000
24 October,	—	17,612,000	6,734,000	24,939,000	2,525,000	3,118,000

It is apparent from this table, that there has been a very heavy drain for bullion upon the coffers of the Bank since November and December, 1838; and much diversity of opinion has prevailed as to the causes of this drain, and the nature of the efforts made by the Bank to defeat it. But the circumstances that occasioned the drain seem, notwithstanding, to be sufficiently obvious. The harvest of 1838 was the most deficient that has occurred in this country for several years; and, in proof of this, it is sufficient to mention, that while the quantities of foreign wheat and wheat flour entered for consumption in the United Kingdom in 1836 amounted to only 30,108 quarters, and in 1837 to 244,275 quarters, they rose in 1838 to the enormous amount of 1,848,477 quarters, exclusive of a large amount of other grain. It should, however, be mentioned that the imports in 1838 only amounted to 1,355,119 quarters, about 500,000 quarters of the quantity taken into consumption in that year, having been previously imported in bond. Now, as the corn in bond had, no doubt, been all, or mostly all, paid for when imported, it is clear that the sum to be paid to foreigners for corn entered in 1838, was not so great by nearly a third part as, at first sight, it would appear to be. Still, however, the importation in 1838 was very large; it was also in a considerable degree unprecedented, being nearly three times as great as in 1837, more than *five* times greater than in 1836, and about *twenty* times as great as in 1835, so that from its suddenness it had a comparatively great effect in raising prices abroad. It was all but impossible that this extraordinary increase in the importation of foreign corn should not seriously affect the Exchange, and occasion a heavy drain for bullion. And by a singular coincidence, it so happened, that at the particular period when increased payments began to be required for foreign corn, there happened to be an unusual deficiency in the ordinary means of making them. In consequence of the real or supposed scarcity of cotton in the United States in 1838, and of the support given by the United States Bank, and other monied institutions in the United States, to the cotton planters and holders, a very considerable rise took place in the price of cotton: the necessary effect of this rise was to lessen the purchases made by the manufacturers, and to force them to narrow their business; so that at the very moment when a large extra foreign payment had to be made, there was an increase in the price, and consequent falling off in the production and export of cotton fabrics — that is, of by far the greatest article of export from this country. Vast quantities of American securities had also been purchased in our markets; and this necessarily either occasioned the transmission of money to America, or lessened the returns from that country, and in so far lessened our means of meeting the foreign demand for corn. The discredit of the Belgian Bank in the autumn of 1838 may also be mentioned as having occasioned a considerable extra demand for bullion.

It is not, therefore, to be wondered at that the exchange became unfavourable, and that there was a heavy drain for bullion on the Bank. But it is less easy to form a fair estimate of the measures taken by the Bank to meet this run. On the whole, however, we are inclined to think that on this, as on most similar occasions, the Bank evinced too much tenderness for what she conceived to be the interests of commerce, and did not vigorously enough commence reducing her issues when the drain for bullion had fairly set in. We, however, cordially approve of the Bank's policy in negotiating credits abroad, and endeavouring to restore the exchange to par by selling bills on the Continent, rather than by giving bullion for notes. In fact, sound policy would seem to dictate that the Bank should always hold a considerable amount of easily convertible foreign securities, and draw bills against them when the exchange is unfavourable. The plan of accumulating a large stock of bullion to be kept locked up in the Bank's coffers for no purpose whatever, except to meet the demand occasioned by a fall in the exchange, seems to be a very clumsy and costly device for doing that which would be more easily and cheaply done by the Bank holding foreign securities, and having credits on some of the principal foreign banks. She might, were she to adopt this plan, dispense with the half of what is now reckoned the proper supply of bullion; holding, in its stead, productive securities, which might always be sold at an advantage when the exchange is against us, or which might he pledged to the foreign banks for temporary loans. What merchants want during an adverse exchange, is good foreign bills, it being only in default of such that they export bullion; and the Bank, by supplying them with such bills, and getting, of course, her notes in exchange, is able to diminish her issues quite as effectually as if her notes were sent in for bullion. Another advantage of this plan is, that it goes far to obviate that internal discredit and alarm that are apt to be produced when the stock of bullion in the Bank is reduced unusually low. In fact, had the Bank not acted, in part at least, on this plan during the current year, the probability is that she must have suspended payments. In June and July last, the stock of bullion in her coffers was reduced to about 3,500,000*l.*; and as the drain still continued, had she endeavoured to meet it in the ordinary way, by paying away bullion for notes, her stock of the former would very speedily have been reduced so low as to occasion a home demand for it, which the Bank could not have met. The

Bank should never, if it be possible to prevent it, allow her stock of bullion to sink below $4\frac{1}{2}$ or 5 millions; and she may always keep it above this amount, in so far at least as the foreign demand is concerned, by selling bills drawn against foreign credits or securities. The Bank should also, consentaneously with the selling of bills, adopt the most efficient measures for preventing the notes she receives for them from getting again into circulation, either by raising the rate of interest, or by refusing (though the latter be a much more questionable policy) to discount certain classes of bills. It should always be borne in mind, that however a drain for gold may originate, the fact of its existence is of itself a conclusive proof that gold is more valuable abroad than here, and consequently that the currency is redundant. We are not, therefore, of the number of those who censure the Bank for having raised the rate of interest to 6 per cent. On the contrary, this was a measure that seems to have been imperatively required by the circumstances under which she was placed. At the same time, however, it must be admitted that the Bank allowed her stock of bullion to be reduced far below what is consistent either with her safety or with the safety of the great interests involved in her stability. She did not avail herself of her credit abroad so soon or so consistently as she might have done; and she does not appear to have made that early, systematical, and continuous reduction of her issues, required to adjust the exchange, and to bring the currency to its proper level. It is probable, indeed, as matters have turned out, that less hardship has been inflicted on individuals by the course the Bank has taken, than if she had resolutely followed up the course pointed out by principle, and withdrawn from circulation the notes received for bullion delivered for exportation and for foreign bills. But it is always bad policy, in such cases, to trust to fortuitous occurrences; and, in the long run, the safest plan, or that dictated by principle, is sure to be the best.

BANK OF IRELAND.—Account showing the Circulation of the Bank of Ireland from 1822 to 1836, both inclusive.

Years.	Large Notes.	Small Notes.	Post Bills.	Total Average Circulation.	Year.	Large Notes.	Small Notes.	Post Bills.	Total Average Circulation.
	<i>L.</i>	<i>L.</i>	<i>L.</i>	<i>L.</i>		<i>L.</i>	<i>L.</i>	<i>L.</i>	<i>L.</i>
1822	1,827,700	1,383,500	1,859,100	5,070,300	1830	1,541,800	1,385,100	1,147,700	4,074,700
1823	1,938,200	1,451,800	2,190,800	5,579,700	1831	1,498,500	1,399,300	1,045,000	3,942,800
1824	1,969,300	1,677,500	2,662,500	6,309,300	1832	1,534,400	1,519,600	1,029,900	4,083,900
1825	1,509,700	2,644,200	1,758,000	4,905,000	1833	1,600,600	1,472,800	945,400	4,018,800
1826	1,480,500	1,491,800	1,411,300	4,383,600	1834	1,608,400	1,365,800	862,700	3,836,900
1827	1,340,200	1,668,800	1,575,300	4,584,300	1835	1,623,400	1,249,800	765,600	3,638,800
1828	1,615,200	1,459,300	1,562,700	4,637,200	1836	1,708,500	1,087,400	633,200	3,429,100

BANKS, JOINT STOCK.—*Increase of.*—Since the publication of the 2d edition of the *Dictionary*, in 1834, an extraordinary increase has taken place in the number of joint stock banks, both in Great Britain and in Ireland. It appears from the official return dated the 4th of July, 1833 (*Dict.* p. 99.), that there were then 34 joint stock banks established in England and Wales; but it appears from the subjoined account, which comes down to the 5th of January, 1839, that the number of joint stock banks had, in the interval, been very nearly trebled, or had increased to 106; and it is deserving of notice, that a very large proportion of this rapid increase took place during the year 1836. The progress of the system has been as follows:—

In 1826 there were registered	In 1831 there were registered	In 1836 there were registered
— 3	— 9	— 47
1827 — 4	1832 — 7	1837 — 5
1828 — 0	1833 — 9	1838 — 1
1829 — 7	1834 — 10	
1830 — 1	1835 — 9	

We should, however, form a very inadequate idea of the extension of the joint stock banking system, if we measured it merely by the increase in the number of banks, as stated above. Many of the older banks, and even of those recently established, have from 20 to 40 or more branches, or subordinate establishments; and, as these carry on all sorts of banking business, and are frequently very far removed from the head office, and from each other, they should really be regarded as so many separate banks; so that the number of the latter is incomparably greater than, at first sight, it may appear to be.

Proceedings of Joint Stock Banks.—We regret, however, to have to state that the solidity of the system seems by no means to correspond with its power of extension. The banks seem, speaking generally, to be infinitely more anxious to increase their business, than to provide for that security which ought to be the paramount consideration. Hence the inordinate multiplication of their branches, and hence, also, the extent to which many of them have carried the abusive and dangerous practice of *rediscounting*. Nearly four fifths of the joint stock banks issue notes; and the

subjoined account shows that their issues, which amounted to 1,783,689*l.* on the 27th of September, 1834, amounted to 3,969,121*l.* on the 24th of September, 1836. This, no doubt, is an extraordinary increase, more especially when contrasted with the issues of the Bank of England, which were reduced more than a million during the same interval; and must have had a powerful effect in producing that redundancy of the currency, and drain upon the Bank for gold, that took place in 1836. We should, however, fall into the greatest imaginable error, if we measured the influence of the joint stock banks upon the currency by the mere amount of their notes in circulation. These really constitute but a very small portion of their obligations. Most of them have been in the habit of trading, not on their own capital, or on the deposits made with them; but on credit obtained in the metropolis and elsewhere. Instead of retaining the bills, and other securities they have discounted, in their coffers till they are paid, many banks have been in the habit of immediately forwarding them to London to be rediscounted at a lower rate of interest. This practice has been carried to an extent that would not readily be imagined by any one not pretty well acquainted with the circumstances. But, though recourse may properly enough be had to assistance of this sort on extraordinary occasions, no bank can be justly said to be established on sound, or to be conducted on safe principles, that trusts habitually to such accommodation. It is always at the mercy of circumstances over which it has no control, and is not really more secure than a house of cards. While pecuniary accommodation may be had readily in the metropolis, the system goes on smoothly; but should prices begin to give way, or credit sustain any sort of shock, distrust takes the place of confidence, and the usual supplies are no longer to be had. The provincial banks being in consequence disabled from making their ordinary advances to their customers, the latter are necessarily involved in difficulties that are frequently as injurious to the banks as to themselves. Such has hitherto been the invariable result of the abuse of banking, or of the granting of undue facilities for the obtaining of credit; and, instead of being lessened by the formation of joint stock banks, they seem to have materially increased the chances of such disasters in future. The circumstances connected with the difficulties in which the Northern and Central Bank of England, and some other joint stock banks, have been involved, sufficiently illustrate what has now been stated; but they are too well known to our readers to require to be recapitulated here.

But there are other, and, if possible, still more suspicious circumstances, connected with the existing joint stock banking system. The shares in the greater number of the recently formed and projected banks are very small, few being above 50*l.*; while others are only 25*l.*, and some not more than 10*l.*, and even 5*l.*! Generally, too, it is understood, or rather it is distinctly set forth in the prospectus, that not more than 5, 10, or 20 per cent. of these shares is to be called for; so that an individual who has 20*s.* or 30*s.* to spare may become a shareholder in a bank. And, owing to a practice, or rather a flagrant abuse, introduced into the management of various banks, by which they make large advances or discounts on the credit of the stock held by the shareholders, not a few individuals in doubtful, or even desperate circumstances, take shares in them in the view of obtaining loans and bolstering up their credit! The great danger arising from such banks is obvious; and were one of them to stop payment, it is plain, even though the claims on it should be ultimately made good, that they could be so only at the cost, and perhaps ruin, of such of its proprietors as had abstained from the abusive practices resorted to by others. It may well, indeed, excite astonishment, that any one who can really afford to make a *bond fide* purchase of shares in a bank should be foolhardy enough to embark in such concerns.

Report of Committee of 1836. — A knowledge of the circumstances now stated, and of the sort of agency by which certain joint stock banks had been established*, having been pretty generally diffused, a secret committee was appointed by the House of Commons, in 1836, to inquire into the operation of the act 7 Geo. IV. cap. 46., permitting the establishment of joint stock banks; and whether it was expedient to make any alteration in its provisions. The report of this committee, and portions of the evidence taken before it, have since been published, and confirm all the conclusions of those who had contended that the existing system required material amendment. The committee state that, —

“ Subject to the local restrictions imposed for the protection of the privilege of the Bank of England, it is open to any number of persons to form a company for joint stock banking, whether for the purpose of deposit, or of issue, or of both.

“ 1. The law imposes on the joint stock banks no preliminary obligation beyond the payment of a license duty, and the registration of the names of shareholders at the Stamp Office.

“ 2. The law does not require that the deed of settlement shall be considered or revised by any com-

* For instances of this, see *Edinburgh Review*, No. 128. art. 6., and the account of the Norwich Bank in the evidence taken by the Secret Committee.

petent authority whatever; and no precaution is taken to enforce the insertion in such deeds of clauses the most obvious and necessary.

"3. The law does not impose any restrictions upon the amount of nominal capital. This will be found to vary from 5,000,000*l.* to 100,000*l.*; and in one instance an unlimited power is reserved of issuing shares to any extent.

"4. The law does not impose any obligation that the whole or any certain amount of shares shall be subscribed for before banking operations commence. In many instances banks commence their business before one half of the shares are subscribed for, and 10,000, 20,000, and 30,000 shares are reserved to be issued at the discretion of the directors.

"5. The law does not enforce any rule with respect to the nominal amount of shares. These will be found to vary from 1,000*l.* to 5*l.* The effects of this variation are strongly stated in the evidence.

"6. The law does not enforce any rule with respect to the amount of capital paid up before the commencement of business. This will be found to vary from 10*l.* to 5*l.*

"7. The law does not provide for any publication of the liabilities and assets of these banks, nor does it enforce the communication of any balance-sheet of the proprietors at large.

"8. The law does not impose any restrictions by which care shall be taken that dividends are paid out of banking profits only, and that bad or doubtful debts are first written off.

"9. The law does not prohibit purchases, sales, and speculative traffic on the part of these companies in their own stock, nor advances to be made on the credit of their own shares.

"10. The law does not provide that the guarantee fund shall be kept apart and invested in government or other securities.

"11. The law does not limit the number of branches, or the distance of such branches from the central bank.

"12. The law is not sufficiently stringent to insure to the public that the names registered at the Stamp Office are the names of persons *bond fide* proprietors, who have signed the deed of settlement, and who are responsible to the public.

"13. The provisions of the law appear inadequate, or, at least, are disregarded, so far as they impose upon banks the obligation of making their notes payable at the places of issue.

"All these separate questions appear to your committee deserving of the most serious consideration, with a view to the future stability of the banks throughout the United Kingdom, the maintenance of commercial credit, and the preservation of the currency in a sound state."

Remedial Measures that should be adopted. — We do not, however, think that it would be at all necessary, in providing for a secure system of joint stock banking, to make any regulations with respect to many of the points noticed by the committee as to which the law is silent. At present every partner in a joint stock bank is liable to the public for the whole debts of the firm; and this may be truly said to be the saving principle of the system, and without which it would be an unmixed evil. No individual should, however, by merely withdrawing from a joint stock concern, get rid of his liabilities in connection with it. To prevent fraud, and to ensure due caution, these ought to continue for a period of three years at least after he has publicly withdrawn his name. The public, too, are clearly entitled to know the partners in joint stock associations; that is, to be informed who the individuals are with whom they are dealing, and who are responsible to them. But, unluckily, no effective means are taken for supplying the public with this necessary information, or, consequently, of properly discriminating between one establishment and another. The act of 1833 (3 & 4 Will. IV. c. 83.) directed that an account of the places where they carry on business, and of the names and residences of the partners, should be quarterly transmitted to the Stamp Office. But doubts have been entertained as to the correctness of these returns, and comparatively little use has been, or, indeed, can be, made of them. The accounts of the names and residences of the proprietors are not published; but are carefully secluded from the public eye in the repositories of Somerset House! It is true that these lists may be seen by those who choose to apply at the office, for a small fee, and that certified copies may be procured at no great expense. But few know that such returns exist; and fewer still have the opportunity, or think of availing themselves of them as sources of information. To render them of any real utility, they should be brought under the public eye, by being hung up in the offices of the banks to which they refer, and periodically published in the newspapers of the places where they carry on business. By this means the public would know exactly to whom they had to look, and would act accordingly. They would not be deceived, as they are liable to be at present, by supposing that, because a bank has a number of partners, some of them must be opulent and trustworthy. They would know the precise state of the fact; and if it were seen, from the quarterly returns, that opulent and intelligent individuals were withdrawing from a bank, every one would be put on his guard, and would naturally conclude that the parties had very sufficient reasons for quitting the concern. Thus far publicity may be made effectual, and would be of the very greatest importance. Neither is it possible to allege a single plausible objection to this proposal. It interferes in no degree, nor in any way with the proceedings of the parties; all that it does is to declare who and what they are; and to this degree of publicity no honest man will ever object.

But we have great doubts whether it be possible to carry publicity farther than this. The committee state that "the law does not provide for any publication of the liabilities and assets of these banks, nor does it enforce the publication of any balance-sheet to the proprietors at large;" and it has been proposed to compel the periodical publication of a statement of this sort: but it is very questionable whether any such publication would not be a great deal worse than useless. It is not proposed that commissioners

should be appointed to inspect the accounts of the different banks, and to see that the returns are accurate: this would be too inquisitorial, too cumbrous, and too costly a plan to be thought of for a moment. There would be nothing for it, in fact, but to trust entirely to the *honour* of the parties! Hence, in all cases in which a disclosure would be really useful, the publication of an account of assets and liabilities would afford the means of deceiving the public, and of representing a bankrupt concern as being in a prosperous condition. Supposing, however, that the parties were, in all instances, perfectly honest, still the publication of a balance-sheet would be good for nothing. Every one knows how sanguine people are in relation to their own affairs; and that debts and obligations that other parties would hardly reckon worth any thing, are estimated by them as if they were so much bullion. But, independently of this, the futility of the thing is obvious. A bank with a capital of 100,000*l.* discounts bills and other obligations to the extent, perhaps, of 300,000*l.* or 400,000*l.*; the fact that it has discounted them shows that it believes these bills and obligations to be good; and they will, consequently, be reckoned among its assets. But should a revulsion take place, or any circumstance occur to shake credit, these bills may not be worth 100,000*l.*; and those who have dealt with the bank, on the hypothesis of its having capital and assets more than enough to meet all its obligations, will find, to their cost, that it is not possessed of a single shilling, but is, on the contrary, some 200,000*l.* or 300,000*l.* worse than nothing!

The committee seem to think that some regulation should be enacted, providing that a certain portion of its capital should be paid up before a bank begins business. But the better way would be to prohibit all advertising of *nominal* capital. This, in fact, is a mere device by which to entrap and delude the public. A bank is announced with a capital of 1,000,000*l.*, 2,000,000*l.*, or 3,000,000*l.*; and a great number of people, perhaps the majority, immediately conclude that there can be no risk in dealing with an establishment possessed of so great an amount of property. But what is the fact? The capital advertised is nominal merely; not more perhaps than a tenth or a fifth part of it has been received into the coffers of the bank, and we have nothing better than the statement of the bank proprietors, or their agents, that they will pay up the remainder, if necessary; of which necessity they of course are to be the only judges! Practically this is neither more nor less than a fraud upon the public; it is a contrivance for making 10,000*l.* pass in the public estimation for 100,000*l.*; and for procuring the same degree of credit to its holders. This, however, is not all. Where is the security that if a greater amount of capital were really required it would be forthcoming? The notion that the bulk of the shareholders in many, we are pretty sure we might safely say most, of the joint stock banks now in existence could pay up the full amount of their shares, is too ludicrous to deserve notice. We might as well call upon a man worth 5*l.* to extinguish a debt of 500*l.*

There can be no doubt, therefore, unless it be meant to affirm that deception and fallacious statements are indispensable to the success of joint stock banking schemes, that all advertising of nominal capitals should be put an end to; and that no association should be allowed to represent its capital as exceeding the sum actually paid up by the proprietors. But though this would obviate one source of fraud and deception, there would still be abundant means of practising on the credulity of the public at the disposal of parties inclined to use them. Admit that a bank has a capital of 500,000*l.* actually received into its coffers, what is to hinder the directors from lending out the whole of this sum, or even more, to themselves or to partners in the bank? or supposing them not to do this, who can tell whether the entire capital, or some considerable part of it, be not wholly engulfed in ruinous speculations? It is indeed alleged, and truly too, that this could not happen with any "respectable" bank, that "gentlemen of character" would not lend themselves to such transactions! Unluckily, however, there are no decisive marks or tests by which the public can, *a priori*, say what is or what is not a "respectable" bank, or who is, or is not a "gentleman of character;" and it is not a little hazardous in such matters to indulge in speculative remarks. Hence it is that all banks are held to be respectable, that is, solvent, till the event prove the contrary; and that all gentlemen connected with banks are held to be "men of character," paragons in fact, of honour, honesty, and even intelligence, till their fraud or ignorance has involved hundreds or thousands in bankruptcy and ruin.

We do not state these circumstances in order to raise any prejudice against joint stock banks or other associations, for they apply equally to one, or to a small number of individuals; but we state them to show the folly of placing any reliance on statements as to the capital of any bank, or the character of its managers. Such statements may be either true or false; but, as the public cannot tell which, they are plainly good for nothing. The only real security is to be found, if it exist at all, in the names of the partners responsible for the debts and obligations of the bank. The number of such partners is a very inferior consideration. There cannot, in truth, be a greater error

than to suppose that because a bank has a great number of partners, its security may be safely depended upon. A single individual worth 100,000*l.* is an incomparably better security than fifty individuals worth 2,000*l.* each; and a hundred individuals worth 1,000*l.* would hardly be any security at all; at least for a sum of 10,000*l.* or 20,000*l.* A private bank with *six*, may be a safer place of deposit than a joint stock bank with *six hundred* partners. Every thing depends upon the *available wealth* of those responsible for the debts of the concern; and hence the propriety and justice, whether the firm consist of one or of many partners, of publicly declaring and specifying their names.

We are decidedly hostile to a proposition we have heard mooted, and which seems to be countenanced by the committee on joint stock banks, for obliging all banks to establish a guarantee fund; that is, for obliging them to accumulate a *portion of their profits* as a reserve stock. But where is the security that such reserve would be always deducted from profits? The truth is, that bankrupt and fraudulent concerns, and none else, would gain by such a regulation; inasmuch as it would enable them, by appearing to be prosperous, the better to deceive the public, and to blind them as to the real state of their affairs. It is a good deal worse than absurd to induce the public to depend on guarantees that cannot be enforced, and which, consequently, must be good for nothing. The knowledge of who the partners are in a bank, and their unlimited responsibility, are the only securities that, speaking generally, are worth a pinch of snuff. If these cannot protect the public from fraud or loss, nothing else will; and the question will come to be, not whether the system should be reformed, but whether it should be abated as an incurable nuisance. On this ground also, we should be disposed to dissent from any attempt to prevent, by legislative enactment, the making of loans upon the credit of bank stock. We do not question the advantage of such a regulation, provided it were honestly carried into effect. But it is useless to say: that, whenever the parties were disposed to defeat such a course, it would be quite inoperative.

We have already noticed the extraordinary multiplication of branch banks all over the country; and it is not very difficult to discover why banks of issue, at least, are so very anxious about the establishment of these outworks. They are bound, it seems, by the present law to pay their notes *only at the parent establishment*; so that by issuing them at a branch bank, perhaps a hundred miles distant from the head bank, the chances are ten to one that they will continue for a much longer period in circulation, and that they will consequently be able to carry on business with a much less amount of capital, than if they were, as they ought to be, obliged to pay their notes at the branches as well as at the principal office. It is obvious, indeed, that the convertibility of the paper, even of first class banks, into either cash or Bank of England notes, is at present exceedingly imperfect; and that very great facilities are afforded for getting the worst class of notes into circulation, and for keeping them afloat, even after their quality may be suspected. This defect in the law ought, undoubtedly, to be amended, by obliging all banks that issue notes to pay them indifferently at any of their offices. But we incline to think that parliament might go further than this; and that it should enact that no branch be established, whether for the issue of notes, or otherwise, beyond a certain distance (say fifty miles) from the head office.

Several of the points recapitulated by the committee, as to which the law is silent, respect the rights and interests of the partners in joint stock banks, in relation to each other, and not as between them and the public. But it is always a very difficult matter to interfere to dictate the footing on which parties in any undertaking should stand among themselves. Much should, in such cases, be left to the judgment of the parties; and public regulations, if enforced at all, should only go to prevent obvious and acknowledged abuse; the parties may, in most cases, be safely left to take care of themselves. The protection of the public interest is the paramount consideration; and we do not well know what can be done to effect this, in the case, at least, of such banks as do not issue notes, other than the making known who their partners are.

We have elsewhere (*Dict.* p. 81.) said, that if the Bank of England could, with safety to herself, pay interest on deposits, as is done by the Scotch banks, it would be of the greatest service to the public. The joint stock banks formed, or being formed in the city, are undertaking this function, and are offering a fair rate of interest on deposits. If they succeed in this, they will confer no slight advantage on the community, and will become, as it were, so many savings banks for the middle classes, and for the rich as well as the poor. But the responsibilities this system will bring along with it are neither few nor small. A bank with a numerous body of partners of undoubted wealth and integrity that should give 2 per cent. interest on all deposits of 10*l.* and upwards, how short soever the period for which the deposit might remain in the bank, would, there is little doubt, speedily have ample funds at its disposal. In quiet and prosperous times, the system would work exceedingly well; and the bank and the public would be vastly well pleased with each other. But when the cycle of prosperity has gone by, and the cycle of adver-

sity has begun; when the waters are out and the winds begin to blow; it is doubtful whether either the bank or its depositors may feel quite at ease. The former will probably raise the rate of interest; but it is doubtful whether that will have the wished-for effect. Should the exchange set against us, and the Bank of England be forced to narrow her issues, and should bankruptcy and a feeling of insecurity begin to prevail, as they have done hitherto on all similar occasions, a run for deposits may, and most probably will, be made upon the bank; and in such a case her situation, however well she may have been managed, will be most critical. She will be compelled to dispose of, or pledge securities in a market where they may be all but unsaleable; and it will be impossible for her suddenly to pull up in discounting, without exposing herself to the imminent danger of extra loss, by bringing on the stoppage of those who have been accustomed to trust to her for loans.

It will be said, perhaps, that this is all imaginary, and that nothing of the sort ever occurs in Scotland! But it would really be about as much to the purpose to say that nothing of the sort ever occurs in Japan. London is the pivot on which the foreign exchanges turn, and when they become depressed, many of the London depositors will do what the Scotch depositors never so much as dreamed of; that is, they will demand their deposits, convert them into gold, and either send this gold abroad, or get a profit from those who will. From this source of annoyance and loss the Scotch banks are perfectly free; and this, by exhausting the resources of the London banks, and subjecting the weaker ones to difficulties, occasions discredit, and, in the end, runs or panics. Nothing, therefore, can be more perfectly futile than to contend that, because this system has proved profitable for the Scotch banks, it will also be profitable for the London banks. We do not presume to affirm that such will not, and we hope that it may be, the case. But it would be rather illogical to affirm, because wheat succeeds remarkably well in the vale of Gloucester, that it will succeed equally well on the Welsh mountains.

The joint stock banks may, if they do not already, endeavour to obviate some of the difficulties now stated, by declining to pay interest on deposits unless they lie for a certain time, or by stipulating for a certain notice before they are paid. The first condition would, however, be of little effect in the evil day; but, either the one condition or the other is altogether subversive of what is meant by granting interest on deposits, and goes far to make the announcements to that effect little better than a hoax upon the public. All, or nearly all, the existing banks, are banks of deposits in this sense of the word; that is, they give interest on deposits of a certain amount, provided they be not called for till after the lapse of an agreed-on period, and that the depositors give them no farther trouble. But it is doubtful whether money deposited at 2 per cent. under such conditions, and still more under an engagement to give notice of demand, be as well laid out as if it were deposited with the Bank of England, or any other bank of undoubted solidity, at no interest, but payable on demand. Most men of business would, we believe, prefer the latter. Nobody, indeed, not wishing to get into difficulties, would be disposed to deal with any bank that required notice of demand; and it is questionable whether any such stipulation should be sanctioned by law.

Suppression of the Notes of Country Banks. — The Committee on joint stock banks omitted all reference to what is by far the most prominent evil in our banking system — we mean the power conceded to all private and joint stock banks and companies, whether with or without property or character, to issue paper money or notes payable on demand, without let or hindrance of any sort. We have elsewhere endeavoured to show (*Dictionary*, p. 66.) that parties issuing notes ought, in all cases, to be obliged to give security for their issues; but further experience and reflection have satisfied us that this, though a vast improvement on the existing system, would not be enough, and that nothing will suffice short of the abolition of all private notes. Till this be done, or till the sole power of issuing paper money be committed to the Bank of England, or to some one body, the country will necessarily be exposed to those perpetually recurring fluctuations in the quantity and value of money that are productive of the most pernicious consequences, and go far, indeed, to impart to all industrious undertakings a sort of gambling character. At present, the currency is supplied by hundreds of individuals and bodies, all actuated by different and frequently conflicting views and interests. The issues of the Bank of England are generally governed, as those of the empire ought to be, by the state of the exchange, or rather by the *influx and efflux of bullion* — increasing when it flows into, and decreasing when it flows out of, the country. But the issues of the provincial banks are not regulated by any such standard, but exclusively by the state of credit and prices in the district in which they happen to be situated. If their managers suppose that these are good or improving, they rarely hesitate about making additional issues. Hence, when the state of the exchange, and the demand on the Bank of England for bullion, show that the currency is redundant, and should be contracted, the efforts of the Bank to effect its diminution are often impeded, and met by a contrary action on the part of the country banks. This, in fact, was very re-

markably the case in 1836. The excessive multiplication of joint stock banks, the great additions they made to the amount of notes afloat, and the still greater additions they made to the number of bills, checks, and other substitutes for money, occasioned a redundancy of the currency, a fall of the exchange, and a drain upon the Bank for gold. But while the Bank of England was narrowing her issues by supplying the exporters of bullion with gold in exchange for notes, the country banks went on increasing their issues! What the former did, by contracting, on the one hand, the latter more than undid, by letting out on the other. The vacuum created by the withdrawal of Bank of England paper was immediately filled up, and made to overflow, by the issue of a more than equal amount of provincial paper; so that, had it not been for the rise in the rate of interest, and the other repressive measures adopted by the Bank, the probability is, that she might have gone on paying away bullion for notes, till she was drained of her last sixpence, without, in any degree, affecting the exchange! But this is not all. Not only do the country banks almost universally increase their issues when they ought to be diminished, but the moment they are compelled to set about their reduction, they run headlong into the opposite extreme. The cry of *saute qui peut* then becomes all but universal; and, provided they succeed in securing themselves, little attention is usually paid to the interests of those they have taught to look to them for help.

But it is unnecessary to go back, even so far as 1836, for conclusive proofs that the issues of private banks are not governed by any principle other than the supposed interests of the parties. We have already seen that the Bank of England did not contract her issues so vigorously or systematically as she should have done when the supply of bullion in her coffers began to be reduced towards the end of 1838. Still, however, she did reduce her issues. During the quarter ending the 18th of September, 1838, the issues of the Bank of England amounted to 19,655,000*l.*; and they were progressively reduced till in the quarter ending the 30th of June, 1839, they amounted to 18,101,000*l.*, being a reduction of about 1½ million. The reduction was also accompanied by a rapid diminution of the bullion in the Bank's coffers, by a rise in the rate of interest, and by great apprehensions in all moderately well-informed quarters as to what might be the ultimate result. Now what was the conduct of the joint stock and private banks during this period? Did they make any reduction of their issues, or did they so much as abstain from increasing them? No such thing! on the contrary, their issues, which amounted to 11,364,962*l.* at an average of the quarter ending the 29th of September, 1838, rose to 12,275,818*l.* during the quarter ending the 29th of June, 1839, being an increase of about one million during the very period in which the Bank of England had reduced her issues 1½ millions! And but for the increasing difficulty of obtaining pecuniary accommodation in London, and the rise in the rate of interest, they would, no doubt, have gone on increasing their issues though the bank had been drained of her last shilling.

We do not, however, blame the joint-stock and private banks for this: the government and legislature are the real culprits. What can be expected from a system which permits every cobbler and cheesemonger, and every association, how bankrupt soever in fortune and character, to usurp the royal prerogative, and issue paper money at pleasure? But though all private bankers, and all managers of joint-stock banking companies, were patterns of honesty and intelligence, the result would not be materially different. The evil lies far more in the number than in the character of the issuers. When bullion is leaving the country, and the Bank of England is narrowing her issues and raising the rate of interest, many, perhaps we might say the majority, of the country bankers see that danger is abroad, and that they should also contract their issues; but being a very numerous body, comprising the managers of several hundred establishments scattered over all parts of the kingdom, jealous of each other, and with rival and opposing interests, no sort of concert ever prevails among them. Each is also impressed with the well-founded conviction, that all that *he* could do in the way of contraction would be all but imperceptible; and no one ever thinks of attempting it so long as he feels satisfied of the stability of those with whom he deals. On the contrary, every banker knows, were he to withdraw a portion of his notes, that some of his competitors would, most likely, embrace the opportunity of filling up the vacuum so created; and that consequently he should lose a portion of his business, without in any degree lessening the amount of paper afloat. Hence in nineteen out of twenty instances the country banks go on increasing their aggregate issues long after the exchange has been notoriously against the country, and the Bank of England has been striving to pull up. The fact is, that ruinous fluctuations in its amount and value are of the very essence of a currency supplied by different issuers. If the country continue to tolerate the latter, it must unavoidably continue to suffer the perpetual recurrence of the former.

Were the Bank of England the sole issuer of notes, she would be able to regulate the currency without the least difficulty, and without pressing more upon London than

upon any other part of the country. If from any circumstances the currency became redundant, and there were a drain upon the Bank for gold, then as there would be no other description of paper to come into the place of that brought to the Bank to be exchanged for gold, the currency would be in so far contracted, and the drain checked, without the reduction being carried beyond the required limit. But at present the efforts of the Bank, or rather of the public, who carry notes to her for payment, to effect a contraction of the currency, are, in the first instance, invariably counteracted by the country banks; and when the latter, in consequence of the increasing difficulty of obtaining pecuniary accommodation in London are, in the end, obliged to pull up, the chances are ten to one that the contraction is carried to an improper extent. A revulsion of this sort seldom occurs without destroying some of the provincial banks; and the alarm, or, it may be panic, that is in consequence apt to be produced, may be very injurious to the best established and best managed banks, and even to the Bank of England herself. In fact, we have no idea that it will be possible for the latter and the country banks to go on together on their present footing. As matters now stand, the Bank of England may be brought at any time into the greatest jeopardy by the proceedings of parties over whom she has no sort of control. The over issue of the provincial banks, by depressing the exchange, drains the Bank of gold; and then their discredit, and, perhaps, failure, may, by exciting a panic, bring her to a stand still! Provided banks of deposit be established on sound principles, there cannot be too many of them. But it is quite otherwise with banks of issue. The more they are multiplied the greater is the chance of fluctuation in their issues, and consequently in prices, credit, and so forth. Had the Bank of England been the sole issuer of paper, the crash of 1825-26, and the difficulties of 1836-37, never would have been heard of. They grew entirely out of the competition and proceedings of the provincial banks, and were in no degree whatever ascribable to any thing else, domestic or foreign.

Private Banks. — It may be thought, perhaps, that the unprecedented increase in the number of joint stock banks will have been productive of a corresponding decline in the number of private banks, or of those having six partners or under; but such has not been the case. The latter, no doubt, have decreased, some having been abandoned, while others have been converted into joint stock banks, but not to the extent that might have been anticipated. In 1833, 598 licences were granted to private banks; in 1834, 580, in 1835, 579, and in 1836 down to the 18th of June, 559 licences had been granted. The issues of the private banks are seen in table, No. II.

1. — Return of all Places where United or Joint Stock Banks have been established under the Act 7 Geo. IV. c. 46, in ENGLAND and WALES; with the Dates when such Banks were established, and the Number of Partners therein, down to the 5th of January, 1839.

Name of the Bank.	Places.	Date when established.	Number of Partners.		
			1836.	1837.	1838.
Ashton, Stalybridge, Hyde, and Glossop Bank.	Ashton-under-Lyne	18 June 1836	328	317	292
Bank of Bolton	Bolton	30 May 1836	163	183	165
Bank of Birmingham	Birmingham	2 Aug. 1832	251	245	240
Bank of Liverpool	Liverpool	23 April 1831	526	503	529
Bank of Manchester	Manchester, Stockport, Bolton, Newtown, and Llanidloes.	19 Mar. 1829	648	677	660
Bank of Stockport	Stockport	3 May 1836	364	331	315
Bank of Walsall and South Staffordshire.	Walsall and Penkridge	10 Aug. 1835	152	154	149
Bank of South Wales	Carmarthen	26 Feb. 1835	7		
Bank of Westmoreland	Kendal	8 June 1833	153	153	153
Bank of Whitehaven	Whitehaven and Wigton	23 Jan. 1837	-	123	121
Barnsley Banking Company	Barnsley	25 Jan. 1832	116	112	111
Bilston District Banking Co.	Bilston	31 Aug. 1836	150	150	131
Birmingham Banking Company	Birmingham	30 Sept. 1829	304	298	465
Birmingham Borough Bank	Birmingham	28 Mar. 1837	-	116	90
Birmingham and Midland Bank	Birmingham	18 Aug. 1836	277	265	180
Birmingham Town and District Banking Company.	Birmingham	4 July 1836	598	399	397
Bradford Banking Company	Bradford	7 July 1827	170	167	165
Bradford Commercial Joint Stock Banking Company.	Bradford	27 Feb. 1833	159	155	159
Bristol Old Bank	Bristol	16 June 1826	8	7	7
Bury Banking Company	Bury	14 June 1836	104	110	108
Carlisle City and District Banking Company.	Carlisle and Cockermouth	20 Feb. 1837	-	290	315
Carlisle and Cumberland Banking Company.	Carlisle, Wigton, and Appleby	8 Oct. 1836	224	284	275
Central Bank of Liverpool	Liverpool	3 Dec. 1836	54	-	40
Cheltenham and Gloucestershire Bank.	Cheltenham and Tewkesbury	19 May 1836	143	151	157
Chesterfield and North Derbyshire Banking Company.	Chesterfield	21 Dec. 1831	96	97	96

Table I. — continued.

Name of the Bank.	Places.	Date when established.	Number of Partners.		
			1836.	1837.	1838.
Commercial Bank of England	Ashbourn, Birmingham, Blackburn, Burnley, Liverpool, Preston, Rochdale, Burslem, Hanley, Leek, Uttoxeter, Ludlow, Newport, Shrewsbury, Whitchurch, and Chester.	1 July 1834	674	664	627
County of Gloucester Bank	Gloucester, Cheltenham, Burford, Cirencester, Farrington, Tetbury, Dursley, Stroud, and Northleach.	1 Aug. 1836	295	281	276
Coventry Union Banking Company.	Coventry, Atherstone, Coleshill, Leamington, and Tamworth.	12 May 1836	181	151	152
Coventry and Warwickshire Banking Company.	Coventry and Nuneaton	13 Dec. 1835	313	284	276
Cumberland Union Banking Company.	Workington, Cockermouth, Maryport, Wigton, Penrith, and Keswick.	13 Mar. 1829	149	146	149
Darlington District Joint Stock Banking Company.	Darlington, Stockton, Northallerton, Barnard Castle, Stokesley, Guisborough, Hartlepool, Bedale, Masham, Yarm, Brough, Stagshaw Bank, Durham, Hornakirk, and Middleton in Teesdale.	22 Dec. 1831	252	250	341
Derby and Derbyshire Banking Company.	Derby and Belper	28 Dec. 1833	201	192	187
Devon and Cornwall Banking Company.	Plymouth, Devonport, Exeter, Kingsbridge, Tavistock, Totnes, Ashburton, St. Austell, Liskeard, Crediton, Bodmin, Dartmouth, Newton Abbott, Collympton, and Launceston.	31 Dec. 1831	237	200	195
Dudley and West Bromwich Banking Company.	Dudley and West Bromwich	30 Dec. 1833	192	185	179
East of England Bank	Norwich, Aylsham, East Dereham, Fakenham, Foulsham, Kenninghall, North Walsham, Thetford, Great Yarmouth, Beccles, Bungay, Halesworth, Harleston, Lowestoft, Wrentham, Ipswich, Eye, Saxmundham, Stowmarket, Woodbridge, Swaffham, Watton, Bury St. Edmund's, Ixworth, Mildenhall, Lynn, and Downham.	27 Feb. 1836	534	541	501
Glamorganshire Banking Comp.	Swansea and Neath	8 Sept. 1836	83	107	102
Gloucestershire Banking Company.	Gloucester, Cheltenham, Stroud, Tewkesbury, Newnham, and Evesham.	28 June 1831	259	246	258
Halifax Joint Stock Banking Co.	Halifax	11 Nov. 1829	202	207	207
Halifax Commercial Banking Co.	Halifax	21 June 1836	169	167	164
Halifax and Huddersfield Union Bank.	Halifax and Huddersfield	29 June 1836	406	408	394
Hampshire Banking Company	Southampton, Fareham, and Romsey	29 April 1834	150	152	172
Helston Banking Company	Helston	4 Aug. 1836	14	19	17
Herefordshire Banking Company	Hereford, Ross, Leominster, Coleford, Hay, Worcester, Evesham, and Pershore.	5 Aug. 1836	200	126	131
Huddersfield Banking Company	Huddersfield	7 June 1827	332	326	330
Hull Banking Company	Hull, Barton, Beverley, Goole, Grimsby, Lincoln, and Louth.	30 Nov. 1833	245	239	240
Imperial Bank of England	Manchester, Macclesfield, Congleton, Nantwich, Northwich, Knutsford, and Sandbach.	16 Dec. 1836	637	656	654
Knaresborough and Clare Banking Company.	Knaresborough, Easingwold, Wetherby, Ripon, Helmsley, Thirsk, Boroughbridge, Masham, Pateley Bridge, Otley, and Harrogate.	14 Sept. 1831	162	162	161
Lancaster Banking Company	Lancaster, Ulverstone, and Preston	9 Oct. 1826	129	127	135
Leamington Bank	Leamington	8 May 1835	172	165	167
Leamington Priors and Warwickshire Banking Company.	Leamington, Warwick, Southam, Kenilworth, and Banbury.	27 Aug. 1835	133	111	104
Leeds Banking Company	Leeds	22 Nov. 1832	421	430	398
Leeds Commercial Banking Co.	Leeds	21 June 1836	223	216	221
Leeds and West Riding Banking Company.	Leeds and Bradford	28 Nov. 1835	225	245	224
Leicestershire Banking Comp.	Leicester, Ashby de la Zouch, Hinckley, Market Harborough, and Melton Mowbray.	28 Aug. 1829	140	139	144
Leith Banking Company	Carlisle	23 Nov. 1827	9	9	
Lichfield, Rugeley, and Tamworth Banking Company.	Lichfield, Rugeley, and Tamworth	21 Nov. 1835	144	158	150
Lincoln and Lindsey Banking Company.	Lincoln, Gainsborough, Louth, Horncastle, Brigg, Market Rasen, Caistor, Sleaford, Alford, Epworth, Spilsby, and Partney.	10 Aug. 1833	236	225	230

Table I. — continued.

Name of the Bank.	Places.	Date when established.	Number of Partners.		
			1836.	1837.	1838.
Liverpool Albion Bank -	Liverpool - - -	22 Mar. 1836	519	434	364
Liverpool Banking Company -	Liverpool - - -	12 May 1836	319	201	192
Liverpool Borough Bank -	Liverpool - - -	28 June 1836	393	407	401
Liverpool Phoenix Bank -	Liverpool - - -	26 Jan. 1837	-	134	136
Liverpool Commercial Banking Company.	Liverpool - - -	29 Dec. 1832	299	311	306
Liverpool Union Bank	Liverpool - - -	2 May 1835	323	341	338
Manchester and Liverpool District Banking Company.	Manchester, Liverpool, Oldham, Ashton-under-Lyne, Preston, Warrington, Bury, Blackburn, Wigan, Stalybridge, Rochdale, Stockport, Nantwich, Hyde, Hanley, Stafford, Burslem, Leek, Lane End, Cheadle, Rugeley, Market Drayton, and Glossop.	26 Nov. 1829	1,057	1,302	1,287
Manchester and Salford Bank	Manchester - - -	15 June 1836	262	239	225
Monmouthshire and Glamorgan-shire Banking Company.	Newport, Pontypool, Chepstow, Usk, Tredegar Ironworks, Aber-gavenny, Monmouth, Lydney, Cardiff, Bridgend, and Swansea.	28 July 1836	298	341	328
Moore & Robinson, Nottingham-shire Banking Company.	Nottingham - - -	12 July 1836	152	146	157
National Provincial Bank of England.	Aberystwith, Amlwch, Barnstaple, Torrington, Bath, Shepton-Mallet, Castle Cary, Marshfield, Bideford, Birmingham, Boston, Spalding, Brecon, Hay, Bristol, Bury St. Edmund's, Cardiff, Bridgend, Cowbridge, Cheltenham, Darlington, Barnard Castle, Devonport, Dolgelly, Bala, Machynlleth, Dursley, Exeter, Okehampton, Gloucester, Hereford, Honiton, Ilfracombe, Ipswich, Woodbridge, Kingsbridge, Leicester, Lichfield, Manchester, Peterborough, Whittlesea, Croyland, Ramsey, Plymouth, Pwllheli, Portmadoc, Ramsgate, Rugby, Rugeley, Stockton, Southmolton, Southampton, Tamworth, Tiverton, Wem, Whitechurch, Wisbeach, Chatteris, Long Sutton, Holbeach, March, Worcester, Ledbury, Bromyard, Wotton-under-Edge, Sodbury, Yarmouth, Halesworth, and Lowestoft.	27 Dec. 1833	619	800	712
Newcastle Commercial Banking Company.	Newcastle-upon-Tyne - -	16 July 1836	338	134	162
Newcastle, Shields, and Sunderland Union Joint Stock Banking Company.	Newcastle-upon-Tyne, North Shields, South Shields, Sunderland, Alnwick, Morpeth, Hexham, Alston, Hartlepool, Durham, and Bishop Auckland.	11 July 1836	468	446	462
Newcastle-upon-Tyne Joint Stock Banking Company.	Newcastle-upon-Tyne - -	27 June 1836	65	71	55
North and South Wales Bank -	Dolgelly, Festiniog, Bala, Machynlleth, Pwllheli, Welshpool, Bishop's Castle, Llanidloes, Oswestry, Llanfyllin, Ruthin, Carnarvon, Chester, Danbigh, Mold, Aberystwith, Wrexham, Newtown, Bangor, Llangefn, Holyhead, Llanrwst, Holywell, Ellesmere, Tremadoc, St. Asaph, Conway, Amlwch, Cardigan, Carmarthen, Brecon, Llanelli, Llandilo, Swansea, Merthyr Tydvil, Cardiff, Neath, Haverfordwest, Pembroke, Kingston, Abergavenny, Newport, and Shrewsbury.	30 April 1836	608	529	476
Northamptonshire Union Bank	Northampton, Wellingborough, and Daventry.	13 May 1836	612	419	420
Northamptonshire Banking Co.	Northampton, Daventry, Wellingborough, and Stamford.	23 May 1836	233	317	316
Northern and Central Bank of England.	Manchester - - -	12 Mar. 1834	1,237	1,171	1,088
Northumberland and Durham District Banking Company.	Newcastle-upon-Tyne, North Shields, South Shields, Alnwick, Morpeth, and Sunderland.	23 May 1836	464	304	303
North Wilts Banking Company	Melksham, Devizes, Bradford, Trowbridge, Calne, Chippenham, Corsham, Westbury, Warminster, Marlborough, Malmesbury, Swindon, Highworth, and Wotton Bassett.	6 Nov. 1835	246	240	228

Table I. — *continued.*

Name of the Bank.	Places.	Date when established.	Number of Partners.		
			1836.	1837.	1838.
Nottingham and Nottinghamshire Banking Company.	Nottingham, Newark, Mansfield, Worksop, East Retford, Tuxford, and Loughborough.	12 April 1834	335	341	334
North of England Joint Stock Banking Company.	Newcastle-upon-Tyne, North Shields, South Shields, Sunderland, Berwick-upon-Tweed, Morpeth, Hexham, Durham, Wooler, Alston, Blythe, Alnwick, Belford, Haltwhistle, Bishop Auckland, Wolsingham, Stanhope, Stockton, Darlington, Hartlepool, Sedgfield, and Barnard Castle.	28 Mar. 1832	622	625	610
Oldham Banking Company.	Oldham	30 Sept. 1836	64	69	58
Pares' Leicestershire Banking Company.	Hinckley, Melton Mowbray, Loughborough, and Leicester.	15 Mar. 1836	49	46	53
Royal Bank of Liverpool.	Liverpool	30 April 1836	214	258	257
Saddleworth Banking Company.	Saddleworth, Ashton-under-Lyne, and Oldham.	29 June 1833	113	110	107
Sheffield Banking Company.	Sheffield and Rotherham	24 June 1831	205	203	210
Sheffield and Hallamshire Banking Company.	Sheffield	20 May 1836	608	617	638
Sheffield and Rotherham Joint Stock Banking Company.	Sheffield, Rotherham, and Bakewell	25 June 1836	269	275	275
Shropshire Banking Company.	Shifhall, Wellington, Newport, and Coalbrook Dale.	27 May 1836	282	276	270
South Lancashire Bank.	Manchester	25 May 1836	753	411	362
Southern District Banking Company.	Southampton, Guernsey, Jersey, Portsmouth, Portsea, Gosport, Newport, Ryde, and Cowes.	22 Nov. 1837	-	124	109
Stamford, Spalding, and Boston Joint Stock Banking Company.	Stamford, Bourn, Spalding, Market Deeping, Boston, Spilsby, Crowland, Wainfleet, Burgh, Swineshead, Holbeach, Grantham, Oundle, Peterborough, Oakham, and Uppingham.	28 Dec. 1831	91	88	87
Stockton and Durham County Bank.	Stockton-on-Tees	8 Dec. 1838	-	-	122
Stourbridge and Kidderminster Banking Company.	Stourbridge, Kidderminster, Stratford-on-Avon, Henley-in-Arden, Bromsgrove, Redditch, Shipston-on-Stour, Chipping Norton, Morton-in-Marsh, and Alcester.	9 April 1834	225	220	195
Stuckey's Banking Company.	Bristol, Bridgwater, Taunton, Langport, Wells, Bath, Frome, Shepton Mallet, Glastonbury, Wincanton, Chard, Crewkerne, Yeovil, Axbridge, Banwell, Weston-super-Mare, Midsomer Norton, Bruton, Castle Cary, Ilchester, Somerton, South Petherton, Martock, Ilminster, Wellington, Williton, and Stowey.	9 Oct. 1826	39	38	47
Sunderland Joint Stock Banking Company.	Sunderland	4 Aug. 1836	150	145	145
Swadale and Wensleydale Banking Company.	Richmond, Leyburn, Bedale, Hawes, Reeth, Middleham, Airedale, Masham, Northallerton, and Ripon.	30 Dec. 1836	224	223	218
Union Bank of Manchester.	Manchester	6 May 1836	605	449	411
Wakefield Banking Company.	Wakefield	25 Oct. 1832	200	192	196
Warwick and Leamington Banking Company.	Warwick, Leamington, Alcester, Stratford-on-Avon, Southam, Henley-in-Arden, and Shipston-on-Stour.	10 Sept. 1834	132	125	111
West of England and South Wales District Bank.	Bristol, Bath, Barnstaple, Bridgwater, Cardiff, Exeter, Newport, Taunton, Wells, Axbridge, Glastonbury, Merthyr, and Somerton.	23 Dec. 1834	541	558	565
Western District Banking Company.	Plymouth, Falmouth, Devonport, Totnes, Truro, Penzance, Kingsbridge, and St. Columb.	1 Sept. 1830	278	312	322
West Riding Union Banking Company.	Huddersfield, Dewsbury, and Wakefield.	29 Dec. 1832	428	461	480
Whitehaven Joint Stock Banking Company.	Whitehaven and Penrith	25 May 1829	227	215	228
Wilts and Dorset Banking Company.	Salisbury, Warminster, Devizes, Trowbridge, Chippenham, Marlborough, Malmesbury, Wotton Bassett, Mere, Frome, Yeovil, Dorchester, Blandford, Wimborne, Sherborne, Gillingham, Fordingbridge, Christchurch, Lyminster, and Axminster.	11 June 1836	485	454	442

Table I. — continued.

Name of the Bank.	Places	Date when established.	Number of Partners		
			1836.	1837.	1838.
Wolverhampton and Staffordshire Banking Company	Wolverhampton	28 Dec. 1831	238	234	230
York City and County Banking Company.	York, Malton, Selby, Howden, Scarborough, Boroughbridge, Ripon, and Goole.	2 Mar. 1830	267	266	263
York Union Banking Company	York, Driffield, Bridlington, Thirsk, Malton, Pocklington, Helmsley, Kirby Moorside, Market Weighton, Tadcaster, and Pickering.	23 April 1833	287	267	271
Yorkshire Agricultural and Commercial Banking Company.	York, Whitby, Driffield, Malton, Hull, Leeds, and Pocklington.	27 July 1836	756	604	618
Yorkshire District Bank	York, Hull, Sheffield, Halifax, Leeds, Doncaster, Bawtry, Thorne, Selby, Thirsk, Northallerton, Easingwold, Malton, Bradford, Pontefract, Skipton, Knaresborough, Otley, Wetherby, Ripon, Patley Bridge, Masham, Huddersfield, Beverley, North Cave, Dewsbury, Barnsley, Richmond, Wakefield, Settle, and Gilsburn.	30 July 1834	1,006	1,113	1,085

2. — A RETURN of the Joint Stock Banks existing in SCOTLAND, on the 5th of January, 1839; specifying the Date of the Establishment of each Bank, the Number and Situation of its Branches (where it has any), and the Number of Partners in each Bank, during each of the Years 1836, 1837, and 1838.

Name of the Bank, and Situation of the Head Office.	Year when established.	Number of Branches, and Towns where Branches are established.		Number of Partners.		
		No.	Branches at 5th of January, 1839.	1836.	1837.	1838.
1. The Bank of Scotland Head office, Edinburgh.	1695	29	Banchory, Aberdeen, and Fraserburgh, Aberdeenshire. Cumnock, Kilmarnock, and Ayr, Ayrshire. Whitthorn, Wigtownshire. Dumfries, Dumfries-shire. Dundee and Montrose, Forfarshire. Dunfermline, Kirkcaldy, and St. Andrew's, Fifeshire. Dunse and Lauder, Berwickshire. Leith, Mid Lothian. Falkirk and Stirling, Stirlingshire. Glasgow, Airdrie, and Strathaven, Lanarkshire. Haddington, Haddingtonshire. Inverness, Inverness-shire. Kelso, Roxburghshire. Kirkcudbright, Kirkcudbrightshire. Perth, Perthshire. Stonehaven, Kincardineshire. Greenock and Paisley, Renfrewshire.			
2. The Royal Bank of Scotland Head office, Edinburgh.	1727	7	Greenock and Port Glasgow, Renfrewshire. Glasgow, Lanarkshire. Dundee, Forfarshire. Dalkeith and Leith, Mid Lothian. Rothesay, Buteshire. (Rothesay and Port Glasgow being sub-agencies to Greenock.)			
3. The British Linen Company Head office, Edinburgh.	1746	44	Wishaw, Carlisle, Glasgow, and Hamilton, Lanarkshire. Golspie, Sutherlandshire. Irvine, Ayrshire. Paisley, Renfrewshire. Annan, Dumfries, Langholm, and Sanquhar, Dumfries-shire. Leith, Mid Lothian. Aberdeen, Aberdeenshire. Arbroath, Montrose, Dundee, Brechin, and Kerrieuir, Forfarshire. Castle Douglas, Kirkcudbrightshire. Coldstream and Dunse, Berwickshire. Cupar and Dunfermline, Fifeshire. Dunbar and Haddington, Haddingtonshire. Elgin, Elginshire. Forres, Morayshire. Hawick, Jedburgh, Kelso, and Melrose, Roxburghshire. Inverness, Fort William, and Kingussie, Inverness-shire. Kinross, Kinross-shire. Newton Stewart, Stranraer, and Wigtown, Wigtownshire. Peebles, Peebles-shire. Perth, Perthshire. Selkirk, Selkirkshire. Tain, Ross-shire. Balfour, Stirlingshire. Nairn, Nairnshire.			

Being chartered banks, these make no return of partners.

Table II. — *continued.*

Name of the Bank, and Situation of the Head Office.	Year when established.	Number of Branches, and Towns where Branches are established.		Number of Partners.			
		No.	Branches at 5th of January, 1839.	1836.	1837.	1838.	
4. The Commercial Bank of Scotland. Head office, Edinburgh.	1810	51	Coupar-Angus, Forfarshire. Inver-gordon and Tain, Ross-shire. Aberdeen, Peterhead, and Turiff, Aberdeenshire. Alloa, Clackmannanshire. Dumfries and Annan, Dumfries-shire. Belth and Mauchline, Ayrshire. Glasgow, Hamilton, Lanark, and Biggar, Lanarkshire. Blairgowrie, Dumblane, Pitlochry, Perth, and Crieff, Perthshire. Campbeltown, Argyleshire. Colinsburgh, Cupar, Kirkaldy, Newburgh, Leven, and Dunfermline, Fifeshire. Cromarty, Cromartyshire. Dalketh, Leith, and Musselburgh, Mid Lothian. Dumbarton, Dumbartonshire. Dunkeld, Perthshire. Elgin, Elginshire. Eyemouth, Berwickshire. Falkirk, Stirling, and Grangemouth, Stirlingshire. Gatehouse, Kirkcudbrightshire. Hawick, Kelso, and Melrose, Roxburghshire. Inverness, Inverness-shire. Kilmarnock, Ayrshire. Kirkwall, Island of Orkney. Linlithgow, Linlithgowshire. Thurso and Wick, Caithness-shire. Dunbar, East Lothian. Banff, Banffshire. Kincardine, Kincardineshire.	(No return.)			
5. The National Bank of Scotland. Head office, Edinburgh.	1825	35	Islay, Inverary, and Oban, Argyleshire. Sanquhar and Dumfries, Dumfries-shire. Leith and Dalketh, Mid Lothian. Aberdeen, Aberdeenshire. Airdrie and Glasgow, Lanarkshire. Bathgate, Linlithgowshire. Anstruther, Burntisland, and Kirkaldy, Fifeshire. Banff, Banffshire. Castle Douglas, Kirkcudbrightshire. Dingwall and Stornoway, Ross-shire. Dundee and Montrose, Forfarshire. Falkirk and Stirling, Stirlingshire. Forres and Grantown, Morayshire. Fort William, Inverness, and Portree, Inverness-shire. Galashiels, Selkirkshire. Kelso, Jedburgh, and Hawick, Roxburghshire. Kirkwall, Islands of Orkney and Shetland. Nairn, Nairnshire. Perth, Perthshire. Stromness, Island of Orkney.				
6. The Aberdeen Bank Head office, Aberdeen.	- - -	11	Ellon, Tarland, Peterhead, Fraserburgh, Inverury, and Huntly, Aberdeenshire. Fochabers, Cullen, Banff, and Keith, Banffshire. Elgin, Morayshire.	122	163	169	
7. The Ayr Bank Head office, Ayr.	- - -	6	Troon, Galston, Kilmarnock, Irvine, Maybole, and Girvan, Ayrshire.	10	11	11	
8. The Dundee Banking Company. Head office, Dundee.	- - -	1	Forfar, Forfarshire	57	54	52	
9. The Dundee Union Bank Head office, Dundee.	- - -	4	Forfar, Arbroath, Montrose, and Brechin, Forfarshire.	79	80	82	
10. The Dundee New Bank Head office, Dundee.	- - -	-	Dissolved 10th of October, 1838	4	6		
11. The Glasgow Bank Company. Head office, Glasgow. [N.B. The name of this Bank was altered in 1837 to the "Glasgow and Ship Bank," when it was joined to the private Bank of Carrick, Brown, & Co., or the Ship Bank.]	- - -	1	Kirkaldy, Fifeshire	27	30	28	
12. The Greenock Bank Head office, Greenock.	- - -	3	Glasgow, Lanarkshire. Port Glasgow, Renfrewshire, Rothessay, Butehire, Musselburgh and Portobello, Mid Lothian, and also Edinburgh and Dalketh, Callender, Doune, and Crieff, Perthshire. Galashiels, Selkirkshire. Stirling, Falkirk, and Stenhousemuir, Stirlingshire.	(Private Bank.)			
13. The Leith Bank Head office, Leith.	- - -	11		9	9		

Table II. — *continued.*

Name of the Bank, and Residence of the Head Offices.	Year when established.	Number of Branches, and Towns where Branches are established.		Number of Partners.		
		No.	Branches at 5th of January, 1839.	1836.	1837.	1838.
14. The Paisley Bank - Head office, Paisley.	-	-	Discontinued 20th of Nov. 1833.	4	4	
15. The Perth Banking Company Head office, Perth.	-	3	Dunkeld and Crieff, Perthshire. Cupar-Angus, Forfarshire.	185	182	182
16. The Renfrewshire Banking Company. Head office, Greenock.	-	5	Port Glasgow Renfrewshire. Glasgow, Lanarkshire. Inverary and Campbeltown, Argyleshire. Rothesay, Buteshire.	(Private Bank.)		
17. The Paisley Union Bank - Head office, Paisley.	1809	-	Joined to Glasgow Union Banking Company.	3	3	
18. The Aberdeen Town and County Bank. Head office, Aberdeen.	1825	11	Wick, Thurso, and Pultney-town, Caithness-shire. Huntly, Ellon, Inverury, and Peterhead, Aberdeenshire. Dingwall, Ross-shire. Stonehaven, Kincardineshire. Keith, Banffshire. Golspie, Sutherlandshire.	470	474	491
19. The Arbroath Bank Head office, Arbroath.	1825	1	Forfar, Forfarshire.	81	83	80
20. The Dundee Commercial Bank. Head office, Dundee.	1825	-	Dissolved, 10th of October, 1838.	146	137	141
21. The Glasgow Union Banking Company. Head office, Glasgow.	1830	20	Johnstone, Greenock, Paisley, Edinburgh, Mid Lothian. Port Glasgow, and Neilston, Renfrewshire. Inverary and Lochgilphead, Argyleshire. Stranraer, Wigtonshire. Lerwick, Island of Shetland. Ayr, Stewarton, and Beith, Ayrshire. Alloa, Clackmannanshire. Kincardine, Kincardineshire. Auchtermuchty, Fifeshire. Bathgate, Linlithgowshire. Strathaven, Lanarkshire. Moffat and Thornhill, Dumfriesshire.	483	484	508
22. The Ayrshire Banking Company. Head office, Ayr.	1831	7	Ardrrossan, Girvan, Maybole, Kilmarnock, Irvine, Saltcoats, and Cumnock, Ayrshire.	98	104	97
23. The Western Bank of Scotland Head office, Glasgow.	1832	21	Coatbridge, Airdrie, Hamilton, and Lanark, Lanarkshire. Kirkintilloch, Dumbartonshire. North Berwick and Haddington, Haddingtonshire. Campsie and Kilsyth, Stirlingshire. Dalry and Largs, Ayrshire. Greenock, Paisley, and Lochwinnoch, Renfrewshire. Edinburgh, Musselburgh, and Portobello, Mid Lothian. Dumfries and Locherbie, Dumfriesshire. Alloa, Clackmannanshire. Blairgowrie, Perthshire.	497	454	469
24. The Central Bank of Scotland. Head office, Perth.	1834	7	Aberfeldry, Auchterarder, Pitlochry, Dunkeld, Killin, and Crieff, Perthshire. Newburgh, Fifeshire.	469	402	465
25. The North of Scotland Banking Company. Head office, Aberdeen.	1836	21	Fraserburgh, Alford, Tarland, Huntley, Turrieff, Ellon, Old Deer, Strichen, Old Meldrum, Inverury, and Inch, Aberdeenshire. Keith, Dufftown, Abercherder, Macduff, and Banff, Banffshire. Elgin, Morayshire. Tain and Invergordon, Cromartyshire.	830	833	1,564
26. The Clydesdale Banking Company. Head office, Glasgow.	1837	1	Edinburgh, Mid Lothian.	-	731	818
27. The Southern Bank of Scotland. Head office, Dumfries.	1837	5	Newton-Stewart, Whithorn, Stranraer, and Locherbie, Dumfriesshire. New Galloway, Kirkcudbrightshire.	-	-	226
28. The Eastern Bank of Scotland. Head office, Dundee.	1838	1	Edinburgh, Mid Lothian.	-	-	774
29. Edinburgh and Leith Bank Head office, Edinburgh.	1838	-	-	-	-	785

Note — No. 1. being established by Act of Parliament, and Nos. 2, 3, 4 and 5. incorporated by Royal Charter, do not require to lodge List of Partners, in pursuance of the Act 7 Geo. 4. c. 67. The date of establishments of Nos. 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16. not ascertained, but licensed to issue Notes in the year 1808, when the Licence Duties were first imposed.

3. A Return of Joint Stock Banks existing in IRELAND on the 5th day of January, 1839; specifying the Date of the Establishment of each Bank, the Number and Situation of its Branches, and the Number of Partners in each Bank, in the years 1836, 1837, and 1838.

Banks.	Date of Establishment.	No. of Branches.	Year ending 5th of Jan. 1839.	Number of Partners.		
			Situation of Branches.	1836.	1837.	1838.
The Hibernian Joint Stock Company.	June 1825	by special Act, 5 Geo. 4. c. 159.				
The Provincial Bank of Ireland.	Sept. 1825	34	Armagh, Athlone, Ballina, Ballymena, Ballyshannon, Banbridge, Bandon, Belfast, Cavan, Clonmel, Coleraine, Cork, Cootehill, Downpatrick, Dungannon, Dungarven, Ennis, Enniskillen, Galway, Kilkenny, Limerick, Londonderry, Lurgan, Malin, Monaghan, Monymore, Omagh, Parsonstown, Sligo, Strabane, Tralee, Waterford, Wexford, and Youghal.	643	707	728
The Northern Banking Company.	31 Dec. 1825	11	Armagh, Ballymena, Belfast, Carrickfergus, Coleraine, Downpatrick, Lisburn, Londonderry, Lurgan, Magherafelt, and Newtownlimavady.	210	204	195
The Belfast Company	30 Dec. 1827	17	Armagh, Ballymena, Ballymoney, Belfast, Coleraine, Cookstown, Derry, Dungannon, Larne, Lurgan, Magherafelt, Monaghan, Newtownlimavady, Newtownards, Portadown, Strabane, Tanderagee.	286	285	280
The National Bank of Ireland.	24 Jan. 1835	15	Athlone, Ballinasloe, Ballina, Banagher, Boyle, Castlebar, Castlereagh, Galway, Longford, Loughrea, Moate, Roscommon, Sligo, Tuam, and Westport.	250	250	463
The Limerick National Bank of Ireland.	17 Aug. 1835	5	Charleville, Eunis, Killrush, Limerick, and Rathkeale.	520	554	684
The Agricultural and Commercial Bank of Ireland	28 Oct. 1834	28	Armagh, Belfast, Boyle, Castlebar, Clones, Cork, Dungannon, Enniscorthy, Fernoy, Galway, Kilkenny, Killybeg, Limerick, Londonderry, Malin, Nenagh, Parsonstown, Roscommon, Roscrea, Skibbereen, Sligo, Strokestown, Thomastown, Thurles, Tipperary, Tralee, Tuam, and Waterford.	2,656	3,892	3,673
The Clonmel National Bank.	20 May 1836	3	Cashel, Clonmel, and Thurles.	465	487	446
The Carrick-on-Suir National Bank.	21 May 1836	1	Carrick-on-Suir	391	416	571
The Waterford National Bank.	23 May 1836	4	Dungarven, New Ross, Tallow, and Waterford.	434	451	618
The Wexford and Enniscorthy National Bank.	24 May 1836	2	Enniscorthy and Wexford.	393	417	589
The Tipperary National Bank.	26 May 1836	5	Fernoy, Mitchelstown, Nenagh, Roscrea, and Tipperary.	429	456	620
The Tralee National Bank	27 May 1836	6	Cahir, Civeen, Dingle, Kanturk, Killarney, Tarbert, and Tralee.	411	444	609
The Ulster Banking Company.	15 April 1836	9	Antrim, Armagh, Ballymoney, Banbridge, Belfast, Cootehill, Downpatrick, Enniskillen, and Lurgan.	836	789	679
The Royal Bank of Ireland	Nov. 1836	1	Dublin	304	363	324
The Southern Bank of Ireland.	11 Feb. 1837	-	-	-	92	-
The Cork National Bank	17 March 1837	1	Cork	-	415	530
The Kilkenny National Bank.	7 June 1837	1	Kilkenny	-	379	546

II. — An Account of the aggregate Number of Notes circulated in England and Wales by Private Banks, and by Joint-Stock Banks and their Branches, distinguishing Private from Joint-Stock-Banks.—From Returns directed by 3 and 4 Will. IV. c. 83.

Quarters end'd.	Private Banks.	Joint Stock Banks.	Total.
28 Dec. 1833	£. 8,836,803	£. 1,715,301	£. 10,552,104
29 Mar. 1834	8,735,400	1,453,427	10,191,827
28 June, —	8,875,795	1,642,887	10,518,682
27 Sept. —	8,370,423	1,783,699	10,154,112
28 Dec. —	8,587,655	2,178,173	10,659,828
25 March, 1835	8,231,206	2,188,394	10,420,600
27 June, —	8,435,114	2,184,687	10,619,801
26 Sept. —	7,912,587	2,508,036	10,420,623
29 Dec. —	8,334,863	2,790,531	11,124,414
26 March, 1836	8,565,894	3,094,025	11,647,919
25 June, —	8,614,132	3,588,064	12,202,196
24 Sept. —	7,764,864	3,969,121	11,733,985
31 Dec. —	7,735,500	4,538,197	12,273,697
1 April, 1837	7,275,784	3,755,379	11,031,063
1 July, —	7,187,673	3,684,764	10,872,437
30 Sept. —	6,701,996	3,440,053	10,142,049
20 Dec. —	7,043,470	3,826,665	10,870,135
31 March, 1838	7,005,472	3,921,039	10,926,511
30 June, —	7,385,847	4,362,256	11,748,103
29 Sept. —	7,085,811	4,581,131	11,666,942
31 Dec. —	7,599,942	4,735,346	12,335,288
30 March, 1839	7,642,104	4,617,563	12,259,667
29 June —	7,610,708	4,665,110	12,275,818
28 Sept. —	6,917,657	4,167,313	11,084,970

BANKS (AMERICAN). — The system of banking in America has recently attracted a great deal of attention in this country; and it certainly deserves to be carefully studied and meditated, were it only for the incontestible evidence which it affords that, how flourishing soever in other respects, a country cursed with a vicious banking system may be every now and then involved in the greatest difficulties, and reduced almost to a state of bankruptcy. Considering the peculiarly favourable circumstances under which the United States are placed, the boundless extent of their fertile and unoccupied lands, the lightness of their public burdens, and the intelligence, enterprise, and economy of the people, it might be presumed that distress and bankruptcy would be all but unknown in the Union, and that she would be exempted from those revulsions which so seriously affect less favourably situated communities. But the very reverse of all this is the fact: discredit and bankruptcy are incomparably more prevalent in America than in any European country; and all sorts of industrious undertakings and monied fortunes are infinitely more secure in Russia, and even in Turkey, than in the United States! This anomalous and apparently inexplicable state of things is entirely a consequence of the American banking system, which seems to combine within itself everything that can make it an engine of unmixed evil. Had a committee of clever men been selected to devise means by which the public might be tempted to engage in all manner of absurd projects, and be most easily duped and swindled, we do not know that they could have hit upon anything half so likely to effect their object as the existing American banking system. It has no one redeeming quality about it, but is from beginning to end a compound of quackery and imposture. Our own banking system is bad enough certainly; but it is as superior to the American as can well be imagined. A radical reform of the latter, or, if that cannot be effected, its entire suppression, would be the greatest boon that can be conferred on the Union; and would be no slight advantage to every nation with which the Americans have any intercourse.

The American banks are all joint-stock associations. But instead of the partners being liable, as in England, for the whole amount of the debts of the banks, they are in general liable only for the amount of their shares, or for some fixed multiple thereof. It is needless to dwell on the temptation to commit fraud held out by this system, which has not a single countervailing advantage to recommend it. The worthlessness of the plan on which the banks are founded was evinced by the fact that, between 1811 and the 1st of May, 1830, no fewer than a hundred and sixty-five banks became altogether bankrupt, many of them paying only an insignificant dividend; and this exclusive of a much greater number that stopped for a while, and afterwards resumed payments. The wide-spread mischief resulting from such a state of things led to the devising of various complicated schemes for insuring the stability and prudent management of banks; but, as they all involve regulations which it is impossible to enforce, they are practically worse than useless. In Massachusetts, for example, it is provided that no bank for the issue of notes can go into operation in any way until at least half its capital stock be paid in gold and silver into the bank, and be actually existing in its coffers, and seen in them by inspectors appointed for that purpose; and the cashier of every bank is bound to make specific returns once a year of its debts and assets, on being required to do so by the secretary of state. But our readers need hardly be told that these elaborately contrived regulations are really good for nothing, unless it be to afford an easy mode of cheating and defrauding the public. Instances have occurred of banks having borrowed an amount of dollars equal to half their capital for a single day, and of such dollars having been examined by the inspectors appointed for that purpose, and reported by them, and sworn by a majority of the directors, to be the first instal-

ment paid by the stockholders of the bank, and intended to remain in it.* We do not of course imagine that such disgraceful instances can be of common occurrence; but what is to be thought of a system which permits a company for the issue of paper-money, founded on such an abominable fraud, to enter on business with a sort of public attestation of its respectability? The publicity, too, to which the American banks are subject is injurious rather than otherwise. Those who are so disposed may easily manufacture such returns as they think most suitable to their views; and the more respectable banks endeavour, for a month or two previously to the period when they have to make their returns, to increase the amount of bullion in their coffers by temporary loans, and all manner of devices. The whole system is, in fact, bottomed on the most vicious principles. But it is unnecessary, after what has recently occurred, to insist further upon the gross and glaring defects of American banking. Perhaps no instance is to be found in the history of commerce of such a wanton over-issue of paper as took place in the United States in 1835 and 1836. The result was such as every man of sense must have anticipated. The revulsion to which it necessarily led, after producing a frightful extent of bankruptcy and suffering in all parts of the Union, compelled, in May, 1837, every bank within the States, without, we believe, a single exception, to suspend payments! In 1838, such of them as were not entirely swept off resumed specie payments; and in 1839, by far the larger number of them, with the bank of the United States at their head, again suspended payments!

The United States bank is not merely, however, unable from temporary embarrassments to pay its notes in specie; it is entangled in more serious difficulties, and is believed by many to be substantially insolvent. If it be really in this predicament, it is what we did not anticipate. It was originally incorporated by Congress in 1816 for 20 years, and had a paid-up capital of \$5,000,000 dollars, or of more than seven millions sterling. The question whether the charter should be renewed was debated with extraordinary vehemence in all parts of the Union. The late president, General Jackson, was violently opposed to the re-incorporation of the bank; and rejected a bill for that purpose that had been approved by both the other branches of the legislature. Ultimately, however, a majority of Congress came round to General Jackson's views, and the charter was definitively refused. The bank afterwards succeeded in obtaining a charter from the state of Pennsylvania. This, however, merely enables it to carry on business in that state, but it has since obtained leave from some of the other states to establish branches within their limits.

The embarrassments in which this institution has been involved are believed to have been mainly caused by the improvidence with which it has made advances on state stocks, the stocks of public companies, and such like securities. The extreme facility with which money, or rather what was called money, might be borrowed from the different banking establishments in America, in 1835 and 1836, created quite a mania for all sorts of joint stock and other speculative projects, such as banks, canals, railways, &c.; and this rage has been still farther promoted by the different state governments embarking deeply in the same sort of projects, and borrowing largely to carry them on. (See FUNDS, AMERICAN, in this Supp.) The bank of the United States is believed to have made very large advances on this sort of securities; and after the revulsion in America in 1836 and 1837, this bank and every other institution in the Union that had any stock of any kind to dispose of, sent it over to England, where the temptation of a high rate of interest made vast quantities be sold in 1837 and 1838. But notwithstanding the proverbial gullibility of John Bull, and his determination to confide in every thing of which he knows little or nothing, the market here was beginning to be overloaded with American securities, and the collision that took place in Maine, in March 1839, put a complete stop to their further sale. The agent of the U. States' Bank is understood, when this occurrence took place, to have had a very large amount of such securities on his hands; and he has since had the greatest difficulty in raising money upon them except at a great sacrifice.

The bank of the United States is also believed to have been materially injured by the advances she made to the holders of cotton. It has been alleged, too, that these advances were made, not so much in the view of supporting credit in America as of procuring consignments for a particular house in Liverpool. But it is hardly possible to suppose that such should have been the case or that an institution with 7,000,000*l.* of capital should have been perverted from its legitimate purpose, and brought into jeopardy for so paltry and disgraceful an object.

Since the stoppage of the U. States' Bank the following statement has appeared:—

Statement of the Affairs of the Bank of the United States in Pennsylvania, Oct. 1. 1839.

<i>Cr.</i>		<i>Dollars.</i>	<i>Dr.</i>		<i>Dollars.</i>
Bills discounted on personal security	+	11,518,469	Capital stock	+	35,000,000
<i>Idem</i> , bank stock	-	182,691	Issues of the late bank and branches	-	974,566
<i>Idem</i> , other security	-	17,926,022	— bank of the U. States and branches	-	12,472,000
<i>Idem</i> , of exchange	-	4,298,852	Issues of post-notes	-	9,082,498
Bills receivable for post-notes	-	2,045,615	Discount, exchange, and interest	-	495,598
Loan to commonwealth	-	491,000	Dividends unclaimed	-	81,409
Stock accounts	-	17,782,537	Profit and loss	-	3,021,289
Bond and mortgage	-	315,647	Agency, London, &c.	-	8,915,554
Due by the United States	-	5,267	Contingent fund	-	830,435
<i>Idem</i> , bank of the United States and agencies	-	13,042,798	Bond of the United States	-	1,986,589

* Gouge's Paper Money and Banking in the United States

Due by state banks	6,986,807	Interest on bond to the United States	194,084
Ditto, state bank agencies	7,976,745	Foreign exchange	748,581
Real estate	878,670	Due to bank of the U. States and branches	15,307,408
Banking houses	416,005	— state banks	1,855,640
Deficiencies	548	— state bank agencies	235,749
Expenses	111,184	— deposits	8,283,610
Miles King, late navy agent, Norfolk	40,144	— Treasurer of the United States	11,537
Notes of the bank of the U. States and branches	8,138,222		
Ditto, state banks	2,198,613	Total	94,448,762
Specie	1,018,273		
Bonus and financial expenses	178,891		
Contingent interest	35,592		
Total	94,448,762		

J. C., Cashier.

Bank of the United States, Oct. 9., 1839.

But this account, like all others of the same kind, is absolutely worthless. It communicates no information, or none that can be depended upon, as to the real state of the bank. Who knows any thing of the value of the bills for 11,318,469 dollars, discounted on "private security"? or of those for the 17,926,022 dollars discounted on "other security"? They may be, and, no doubt, will be said to be as good as cash! But who attaches any value to an unexamined balance sheet, put forth by an individual or association that has stopped payment? The rendering of such accounts is, in fact, nothing better than a mere farce.

If the bank of the United States be really insolvent and unable to meet its engagements, a question will most likely arise as to the liability of the holders of bank stock resident in this country to make good its engagements. Will the charter protect them, or will it not? This is a question which, we believe, has not hitherto been mooted, but no doubt it will soon force itself on the public attention. We do not know how the existing law may be interpreted; but if they are to be protected, the sooner it is changed the better. Had the United States' Bank not opened an agency here, the case would have been different: but having opened an office, and transacted a large amount of business in London, it has become to all intents and purposes an English establishment; and the partners belonging to it in England must, one should think, be amenable to English law, and not to the law of Pennsylvania. If this be not the case, it will necessarily follow that any institution, though consisting wholly of Englishmen, that obtained a charter from any foreign state, even though it were not generally known that it was chartered, as the foreign law might not require this to be divulged, might open places of business in London and Liverpool, and, after getting some hundreds of thousands of pounds into debt, might suspend payments, and laugh at the credulous dupes they had reduced to beggary and ruin. It would be, no doubt, strenuously affirmed of such an institution, that it had a paid-up capital amounting, perhaps, to several millions sterling; that it was a "highly respectable" association, and conducted by gentlemen of the "highest character:" probably, too, a balance sheet would be occasionally put forth "demonstrating" its flourishing situation; and a portion of the press would not fail to direct the particular attention of its readers to the "admirable principle" on which it was founded, and the "ability" of its managers! John Bull must change very much, indeed, if these representations, combined with the advantageous terms that would very probably be offered to those dealing with it in the first instance, did not procure for it a considerable amount of credit. But in the end, it would, most likely, turn out that no one knew whether it ever had any paid-up capital. And, supposing it had, what is to hinder the partners or managers from dividing it wholly amongst themselves? The legislature of England has wisely refused to allow of partnerships (except in extraordinary cases) being instituted here with limited responsibility; being well convinced that, despite every possible precaution, they would be sure, in many instances, to be perverted to the basest purposes. And is it to be endured that foreigners should acquire privileges in this country denied to natives? or that foreign governments should have power to organise and establish institutions amongst us on a principle which parliament justly regards as most objectionable? If the law of England authorise *this*, it is most certainly high time that it were amended, and that a check were given to what must otherwise be by far the safest and most profitable species of swindling. But we do not believe that such can be the law. British subjects who embark their capital in foreign trading associations may, in so far as respects their interest in them, be amenable only to the foreign law, provided the associations to which they belong restrict their operations to foreign countries. But should these associations send agents here, and open offices and carry on business within the United Kingdom, the case is altogether different: the legislature of Pennsylvania may be omnipotent at home, but it is impotent in England; it may, if it choose, institute trading companies, with limited responsibility, or with no responsibility at all; but if these be joined by Englishmen, make England the scene of their operations, and issue their balance sheets in the city of London, what are they in practice but English companies? And such of our countrymen as have embarked in them would seem to have but slender grounds of complaint, should they be taught that they are responsible to *our* law; that the law of a foreign country cannot protect them; and that they will be made liable, in the event of the concern becoming bankrupt, to the utmost shilling of their fortunes for its liabilities to British subjects.

Owing to the privilege claimed by the different states, and exercised without interruption from the Revolution downwards, it is, we fear, impossible to effect the suppression of local paper in America, or to establish a paper currency which should at all times vary in amount and value, as if it were metallic. But the states have it in their power to do that which is next best: they may compel all banks which issue notes to give security for their issues. This, though it would not prevent destructive oscillations in the amount and value of the currency, would, at all events, prevent those ruinous and ever-recurring stoppages and bankruptcies of the issuers of paper-money, that render the American banking system one of the severest scourges to which any people was ever subjected. Common sense and experience alike demonstrate the inefficacy of all the regulations enacted by the American legislature to prevent the abuse of banking. It is in vain for them to lay it down that the issues shall never exceed a certain proportion of the capital of the bank, and so forth. Such regulations are all very well, provided the banks choose to respect them; but there are no means whatever of insuring their observance; and their only effect is to make the public look for protection and security to what is altogether impotent and worthless for any good purpose. The suppression of local issues is indispensable in order to make a paper currency what it ought to be. If, however, this be impossible in America, there is nothing left but to take security from the issuers of notes. All schemes for the improvement of banks, by making regulations as to the proportion of their issues, and advances to their bullion, capital, &c., are downright delusion and quackery.

Table showing the Number and Capital of the various Banks existing in the United States at the under-mentioned Periods. (See Letter of the Secretary of the Treasury, 8th January, 1836.)

States.	1st January, 1811.		1st January, 1820.		1st January, 1830.		December, 1837.			
	No. of Banks.	Capital estimated.	No. of Banks.	Capital estimated.	No. of Banks.	Capital estimated.	No. of Banks.	No. of Branches.	Capital authorised.	
Maine	6	1,250,000	15	1,654,900	18	2,050,000	29	-	Dollars.	5,335,000
New Hampshire	8	815,250	10	1,005,276	18	1,791,670	27	-	-	2,829,508
Vermont	0	-	1	44,950	10	452,625	20	-	-	2,200,000
Massachusetts	15	6,292,144	28	10,483,700	66	20,420,000	64	-	-	40,850,000
Rhode Island	13	1,917,000	20	2,989,026	47	6,118,397	138	-	-	18,300,000
Connecticut	5	1,935,000	8	5,689,537	13	4,485,177	31	5	-	8,665,607
New York	7	7,222,760	33	18,988,774	57	20,083,323	98	2	-	37,305,460
Pennsylvania	4	6,155,150	36	14,681,780	33	14,610,533	50	18	-	59,944,435
New Jersey	3	730,740	14	2,130,949	18	2,017,009	33	-	-	10,875,000
Delaware	0	-	6	974,906	5	830,000	4	-	-	4,410,000
Maryland	6	4,895,302	14	6,708,151	13	6,350,495	28	5	-	29,175,000
West of Columbia	4	2,341,293	15	5,225,519	9	5,875,794	7	-	-	3,600,000
Virginia	4	1,500,000	4	5,212,192	4	5,571,100	6	18	-	8,531,200
North Carolina	3	1,576,600	3	2,964,887	3	3,195,000	3	7	-	5,000,000
South Carolina	4	3,475,000	5	4,475,000	5	4,631,000	10	2	-	22,956,518
Georgia	1	210,000	4	5,401,510	9	4,803,029	20	2	-	11,790,573
Florida	0	-	0	-	1	75,000	11	-	-	35,800,000
Alabama	0	-	3	469,112	2	645,503	3	4	-	14,451,969
Louisiana	1	754,000	4	2,597,420	4	5,665,580	16	49	-	54,554,000
Mississippi	0	-	1	900,000	1	950,000	14	23	-	29,400,000
Tennessee	1	100,000	8	2,119,782	1	757,817	4	-	-	6,620,000
Kentucky	1	240,460	42	8,807,431	0	-	4	10	-	9,246,640
Arkansas	0	-	1	250,000	0	-	2	2	-	5,500,000
Missouri	0	-	2	140,910	0	-	1	3	-	5,000,000
Illinois	0	-	2	302,857	0	-	2	6	-	2,800,000
Indiana	0	-	20	1,797,465	11	1,454,586	1	10	-	1,980,000
Ohio	4	895,000	0	-	1	100,000	32	1	-	12,900,000
Michigan	0	-	0	-	0	-	17	5	-	7,500,000
Wisconsin Territory	0	-	0	-	0	-	4	-	-	1,600,000
States Banks	89	42,610,601	307	102,210,611	529	110,102,268	709	173	-	440,195,710
Union States' Bank	1	10,000,000	1	35,000,000	1	35,000,000	-	-	-	-
Total	89	52,610,601	308	137,210,611	530	145,192,268	709	173	-	440,195,710

Account of the Average Dividends paid by the Banks of the State of New York on their paid-up Capitals in 1831, 1832, 1833, and 1834. (Report of Bank Commissioners to the Legislature of New York, 22nd Jan. 1835.)

	Capital.	Amount of Dividends.	Rate per cent.
	Dollars.	Dollars.	
1831.			
9 country banks, capitals of 100,000 dollars, and under	880,000	80,500	9-14
9 do. capitals over 100,000 dollars, and not over 200,000 dollars	1,395,000	117,180	8-40
10 do. capitals over 200,000 dollars	3,750,000	330,000	8-80
Total	6,025,000	527,680	8-75
1832.			
17 country banks, 1st class, as above	1,680,000	158,500	9-43
11 do. do. 2d class	1,745,000	168,080	9-34
11 do. do. 3d class	4,160,600	362,568	8-69
13 New York city banks	11,311,200	695,165	6-14
Total	18,905,800	1,279,263	7-29

Account of the Average Dividends, &c. — *continued.*

				Capital.	Amount of Dividends.	Rate per cent.
				Dollars.	Dollars.	
9 country banks, 1st class	-	-	-	1,880,000	197,500	10-50
14 do. do. 2d class	-	-	-	2,215,000	206,080	9-30
11 do. do. 3d class	-	-	-	4,169,600	444,126	10-65
14 New York city banks	-	-	-	12,111,200	760,787	6-28
Total				20,375,800	1,608,493	7-89
				1834.		
20 country banks, 1st class	-	-	-	1,980,000	206,000	10-43
21 do. do. 2d class	-	-	-	2,430,000	290,818	8-50
13 do. do. 3d class	-	-	-	4,719,600	409,492	8-67
15 New York city banks	-	-	-	13,611,900	1,028,462	7-55
Total				33,720,800	1,934,772	7-815

BARILLA. — The duties on barilla used in the bleaching of linen are to be repaid to the persons using it, under such regulations as the commissioners of customs may issue. — (4 & 5 Will. 4. c. 89. § 14.)

BATAVIA.

Account of the principal Articles of Produce exported from Java during each of the Ten Years ending with 1837.

Years.	Coffee. Pic.	Pepper. Pic.	Indigo. Lbs.	Hides. No.	Cloves. Pic.	Nutmegs. Pic.	Sugar. Pic.	Tin Pic.	Rice. Coyns.	Barans. Pic.	Mace. Pic.	Arrack. Leag.
1828	216,182	8,226	25,010	49,400	1,852	1,648	25,870	19,506	15,556	31,391	600	534
1829	281,612	6,104	46,368	44,321	2,434	1,159	75,780	25,958	15,122	30,400	180	1,397
1830	288,740	6,061	32,093	30,249	803	1,504	108,640	21,426	15,521	5,090	177	1,297
1831	299,086	7,836	42,884	65,271	1,581	2,350	120,298	30,252	16,637	5,158	145	1,497
1832	314,172	7,075	108,211	82,385	6,144	3,549	345,872	47,801	25,072	14,323	947	2,000
1833	260,166	5,407	217,480	75,421	1,942	1,171	210,947	44,304	30,344	16,751	603	1,644
1834	425,008	7,704	250,425	55,000	4,040	4,300	367,131	39,165	32,579	14,909	1,192	1,433
1835	466,871	11,868	535,753	139,995	4,566	5,022	439,543	40,836	25,577	4,905	1,606	2,015
1836	498,077	7,006	407,798	130,000	2,185	5,886	509,513	47,739	36,450	49,968	921	1,177
1837	684,947	12,487	822,492	95,071	2,925	5,778	676,085	44,417	-	35,539	1,215	1,665

The values of the principal products exported from Java, in 1836, were: —

	Florins.		Florins.
Arrack - - - 1,477 leaguers	115,995	Cloves - - 5,022 piculs	1,711,600
Hides - - 109,008 p. and 846 piculs	217,715	Sugar - - 509,514 - -	9,085,141
Indigo - - 407,798 lbs.	1,125,382	Tobacco - - 2,477 kothies	769,850
Coffee - - 498,077 piculs	15,090,562	Tin - - 47,739 piculs	2,715,810
Pepper round - 7,006 - -	125,035	All other articles and treasure	7,867,868
Rice - - 36,430 coyns	5,289,615		
Spices, Mace - 991 piculs	296,268		
Cloves - 2,185 - -	155,036		
Total value of exports from Java in 1836 - - 42,861,642			

Taking the florin at 1s. 8d., the total value of the exports is 3,521,8032. Among the principal articles of import are cotton goods; copper, iron, and steel; glass and earthenware; wines and spirits; provisions, &c. We have not learned the exact value of the imports in 1836, but, taking it at 2,500,0002, it will make the whole trade of the island amount to about 6,000,0002.

Remarks on the above Statements. These statements show that the trade of Java has increased astonishingly since 1828. In fact, there wants nothing but an enlightened, liberal administration, that by dealing fairly by, and giving confidence to, the natives, should develop the resources of this noble island, to render Java by far the most valuable of all the eastern colonial possessions of any European power. It is due to the Dutch to state, that their colonial government is now vastly improved, as compared with what it formerly was; but it is still susceptible of much amendment; and it is to be hoped, seeing the wonderful influence that a more liberal system has had in Cuba and other foreign colonies, and in Java itself, that the administration of the latter will be still farther improved.

It is stated in the Dictionary (p. 309.) that the export of coffee from Java might be estimated at about 18,000 tons; but it appears from the above table, that it has increased so rapidly that it amounted, in 1837, taking the picul at 135lbs., to 93,152,792 lbs., or to above 41,500 tons! The export of sugar during the same year exceeded 40,000 tons.

Abstract Statement of Revenue and Expenditure of the Java Bank, from 1st April, 1837, to 31st March, 1838.

				Sourabaya.	
				Amount discounted, 2,855,923/2.	60,286 16
				Amount of loans, 407,554/2.	2,209 04
				Amount of credits, 108,787/2.	9,790 81
				Commission on bills payable in Samarang and Batavia, 1 per cent., &c.	5,086 45
				Total	77,972 46
					775,568 37
				CHAMORE.	
				Batavia	81,139 62
				Samarang	15,151 80
				Sourabaya	15,947 94
				Total	106,238 36
				Leaves net gain	669,030 01
				or 53 1/2 per cent. on original capital of two millions.	

BILL OF STORE. — The 6 & 7 Will. 4. c. 60. enacts, that goods legally exported, and which are afterwards reimported, may, if the proprietor thereof be resident abroad, be entered by bill of store, on the proprietor subscribing a declaration as to the identity of the goods, and that they did and do belong to him, and have not been sold

or disposed of to any other person: such declaration to be subscribed before the British consul, &c.—(§ 2.)

BOOKS.—We are glad to have to announce that, during the course of 1836, the taxes affecting books were very materially diminished,—1st, by the duties on paper having been reduced a half, or from 3d. per lb. to 1½d.; and, 2d, by its having been enacted that *five* only instead of eleven copies of new works were in future to be furnished, at the expense of authors and publishers, to public libraries.—(6 & 7 Will. 4. cap. 110.) These important reductions have been of the greatest service to the interests of literature, and contribute, in no slight degree, both to lessen the risk of publication, and to reduce the cost and price of books. It is to be hoped that, at no distant period, the remainder of the paper duty and the advertisement duty may both be repealed. However reduced, all duties on books are liable to the fundamental objection (see *Dict.* p. 144.) of being imposed on articles that may not; and, indeed, very frequently do not, sell; and, when such is the case, the duties have to be either partially or wholly paid out of the capital of the authors or publishers. The advertisement duty is still very heavy, and it is, at the same time, most unfair. What, in fact, can be more subversive of every principle of justice, than to impose the same duty on the announcement of the publication of a sixpenny pamphlet as on that of the sale of an estate worth 100,000l.? Luckily, this duty may be relinquished without any sensible sacrifice. The total gross produce of the advertisement duty, in 1837, amounted only to the trifling sum of 110,619l.; and, as its repeal would be of as much service to commerce as to literature, it cannot, surely, be permitted to exist much longer.

Compensation is made by the public to the six public libraries that have abandoned their claims to copies of each new work. The advocates' library of Edinburgh still retains its privilege of receiving a copy; but it is not easy to see why it should be entitled to any such distinction. It is essentially a *private institution*, from which the public is carefully excluded; and there neither is nor can be any good reason why an author should be obliged to present it with a copy of his works.

The following statement may be substituted for that given in the *Dict.* p. 143. It is derived from the same source, and shows the *present* cost of printing and publishing an octavo volume of about 500 pages,—the paper such as this, with the ordinary quantity of matter on the page,—when 500, 750, and 1,000 copies are printed. It further shows what portion of the cost consists of duty, and the profits of the author and publisher on each edition, supposing the volume to be sold by retail at 12s. a copy, and the entire edition to be sold off. A similar statement is subjoined for a pamphlet of 80 pages.

	Total Cost.	Whereof Duty.
<i>Five Hundred Copies.</i>		
Printing and corrections	£ s. d.	£ s. d.
Paper	88 18 0	0 0 0
Boarding	32 0 0	4 6 0
Advertising	10 0 0	0 15 6
	40 0 0	10 0 0
5 copies to public libraries.	170 18 0	15 1 6
14 copies to author, &c.		
481 copies for sale at 8s. 5d.	£ s. d.	
Deduct cost	202 8 5	
	170 18 0	
For profit to author and publisher, commission, and interest on capital, when all are sold	31 10 5	
<i>Seven Hundred and Fifty Copies.</i>		
Printing and corrections	95 6 0	0 0 0
Paper	48 0 0	6 9 0
Boarding	15 0 0	1 3 3
Advertising	80 0 0	12 10 0
	208 6 0	20 2 3
5 copies to public libraries.		
14 copies to author, &c.		
731 copies for sale at 8s. 5d.	£ s. d.	
Deduct cost	207 12 7	
	208 6 0	
For profit to author and publisher, commission, and interest on capital, when all sold	99 6 7	
<i>One Thousand Copies.</i>		
Printing and corrections	102 14 0	0 0 0
Paper	64 0 0	8 12 0
Boarding	20 0 0	1 11 0
Advertising	80 0 0	15 0 0
	246 14 0	25 3 0

Table — continued.

	Total Cost.	Whereof Duty.
5 copies to public libraries. 14 copies to author, &c.		
981 copies for sale at 8s. 5d.	£ s. d. 412 16 9	
Deduct cost	246 14 0	
For profit to author and publisher, commission, and interest on capital, <i>when all sold</i>	166 2 9	
<i>Pamphlet of 5 sheets, 500 printed.</i>		
Printing	14 14 0	0 0 0
Extra corrections and alterations	5 5 0	0 0 0
Paper	5 0 0	0 13 5
Stitching	0 12 6	0 0 0
Advertising (say)	10 0 0	2 10 0
25 copies for author and public libraries.	35 11 6	3 3 5
475 copies for sale, at 2s for 2l. 14s	£ s. d. 51 6 0	
Deduct cost	35 11 6	
For profit to author and publisher, interest, &c. <i>when all are sold</i>	15 14 6	

Importation of Books. — Under the late law, such books as might be imported were admitted, provided they were of editions printed in or since the year 1801, on payment of a duty of 5*l.* a cwt.; but this duty has been reduced to 2*l.* 10*s.* a cwt., with the additional proviso, that the books, besides being printed in or since 1801, are in *foreign living languages*. — (4 & 5 Will. 4. c. 89. § 15.) This condition was inserted principally to obviate the risk of dictionaries, or the class-books used in schools, being supplied from the Continent; the booksellers contending that the 2*l.* 10*s.* a cwt. of duty was insufficient to balance the influence of the paper duty, and the peculiar burdens incident to the getting up of books in this country. It has been alleged, indeed, that it will not effect its purpose; because, as is contended, both Latin and Greek are living languages; the former being spoken in certain parts of Hungary and Poland, and the latter in Greece! But the intention of the legislature is too obvious to admit of its being defeated by any quibbling of the sort now mentioned. By a living language is meant a language spoken by a nation or people, and not by a few learned individuals; and the dialect of the modern Greeks is abundantly different from that of their ancestors. The duty of 1*l.* a cwt. on foreign books printed prior to 1801 ought to be repealed: it throws obstructions in the way of their importation, while it is quite unproductive of revenue.

Smuggling of English Books from abroad. — Very considerable loss is sustained by literary men and booksellers, by the clandestine importation of English works printed abroad, of which the copyright has not expired. There is hardly, in fact, one of our popular authors, copies of whose works, printed in France or America, may not be readily procured in London; and, as those by whom they are printed have neither copyright nor paper duty to pay, they are able materially to undersell the native article. It is surely unnecessary to say, that every practicable effort should be made to hinder such an invasion of private property; and in this view we beg to suggest, that the permission given to persons coming from abroad to bring with them single copies of all prohibited works should be withdrawn. It opens a door for smuggling and fraud; and there is neither sense nor justice in allowing any individual to invade the rights of another, merely because he has been across the Channel. A specific penalty, recoverable by a summary process, ought also to be imposed on every individual offering such books for sale. This would be much more effectual in preventing such practices than the existing law. — (See Dict. p. 141.)

BOTTLES (STONE). — In 1812, a duty of 2*s.* 6*d.* a cwt., increased in 1817 to 5*s.*, was imposed upon stone bottles. The average nett produce of this duty has not recently exceeded 3,500*l.* a year. But, to collect this insignificant sum, the manufacture had to be placed under the surveillance of the excise, and those engaged in it subjected to various troublesome and vexatious regulations. The duty did not extend to Ireland, so that a drawback had to be granted on bottles exported to that country, and a countervailing duty charged on those imported from it. This unproductive and troublesome duty was imposed at the instance of the glass bottle manufacturers, who contended that, if stone bottles were exempted from duties, they would be used instead of glass bottles, to the injury of those engaged in manufacturing the latter. But the purposes to which stone bottles and glass bottles are applied are so very different, that it would require a much greater reduction of the price of the former, than could possibly be occasioned by the abolition of the duty, to make them be substituted, to any extent worth mentioning, in the place of the latter. These views were ably enforced by the Commissioners of Excise Inquiry; and, having been adopted by government, the duty has been abolished. — (4 & 5 Will. 4. c. 77.; see also *Fifth Report by Commissioners of Excise Inquiry.*)

It is to be hoped that the duty on glass bottles may, also, be speedily put an end to. It produces about 110,000*l.* a year. We noticed (Dict. p. 1256.) the propriety of enacting and enforcing some regulations as to the size of bottles. The bottle is, in fact, a very important measure; a great deal of wine and other liquors being sold by the dozen. But there is, at this moment, the greatest discrepancy in the size of

bottles; and it appears to us that it would be highly expedient, in order to obviate the numerous frauds arising from this source, to enact that all bottles be made to contain not less than a certain specified quantity, and to place them under the acts relating to weights and measures.

CALCUTTA.

An Account showing the Total Amount of the Import and Export Trade of Calcutta in 1836-37 and 1837-38; showing also the Amount of the Trade with each country, and the proportion *per cent.* which the Trade with each Country bears to the total Amount of the Trade. (*Bell's Review of the Commerce of Bengal for 1836-37 and 1837-38.*)

Countries.	Import Trade.				Export Trade.			
	1836-37.		1837-38.		1836-37.		1837-38.	
	Value.	Per centage.	Value.	Per centage.	Value.	Per centage.	Value.	Per centage.
<i>Europe.</i>	£		£		£		£	
United Kingdom -	2,240,471	60.1	2,059,483	50.6	2,837,997	42.3	2,719,222	41.8
France -	156,739	4.2	155,586	3.8	284,258	4.2	221,806	3.4
Denmark -	-	-	3,993	-	200	-	-	-
Sweden -	-	-	-	0.1	-	-	10,573	0.2
Portugal -	-	-	-	-	-	-	-	-
Total Europe -	2,397,210	64.3	2,219,062	54.5	3,122,455	46.5	2,951,701	45.4
<i>Asia.</i>								
Coromandel Coast -	89,736	2.4	126,909	3.1	177,131	2.7	115,439	1.8
Ceylon -	3,537	0.1	8,387	0.2	14,305	0.2	6,489	0.1
Coast of Malabar -	246,265	6.6	171,538	4.2	278,086	4.1	277,122	4.2
Maldive and Laccadive Isles -	15,591	0.4	13,259	3	5,969	0.1	4,733	0.07
Arabian and Persian Gulfs -	86,403	2.3	123,474	3.0	159,861	2.4	157,387	2.4
China -	339,403	9.0	673,404	16.6	1,889,478	28.2	2,054,378	31.6
Singapore -	173,051	5.0	292,659	7.2	278,052	4.1	317,581	4.9
Penang and Malacca -	68,541	1.8	99,279	2.4	48,416	0.8	65,230	1.0
Java and Sumatra -	11,885	0.3	8,156	0.2	24,515	0.4	14,715	0.2
Manilla -	12	-	-	-	58	-	-	-
New Holland -	2,292	0.06	6,144	0.2	19,624	0.3	38,715	0.6
Pegu -	139,527	3.7	142,667	3.5	141,578	2.1	144,697	2.2
Total Asia -	1,175,842	31.6	1,665,876	40.9	3,036,974	45.4	3,196,487	49.07
<i>Africa.</i>								
Mauritius -	25,457	0.7	46,795	1.1	138,399	2.0	154,905	2.4
Bourbon -	10,505	0.3	13,405	0.3	40,835	0.6	55,670	0.8
Cape of Good Hope -	4,808	0.1	6,402	0.2	11,344	0.2	23,078	0.3
Total Africa -	40,769	1.1	66,602	1.6	190,577	2.8	233,652	3.5
<i>America.</i>								
North America -	103,531	2.7	72,944	1.9	349,890	5.2	120,737	2.0
South America -	9,208	0.3	45,465	1.1	7,844	0.1	2,019	0.03
Total America -	112,739	3.0	118,410	3.0	357,735	5.3	122,756	2.03
Grand Total -	3,726,560	100	4,069,950	100	6,707,741	100	6,504,596	100

Internal Transit Duties.—A very great improvement has recently been effected in the domestic economy of our Indian empire, by the abolition of the duties on the transit of goods from one part of the country to another.* These duties have existed in India from a very remote period; and, by obstructing the intercourse between its different districts, have been singularly pernicious. After the East India Company began to acquire a footing in India, they availed themselves of a favourable opportunity to procure an exemption from the transit-duties in favour of their own trade; “the goods which they imported being allowed to pass into the interior, and those which they purchased for exportation in the interior being allowed to pass to the sea, without either stoppage or duties.” (*Mill's India*, 8vo ed., vol. iii. p. 289.) They were not, however, long permitted to monopolise this privilege. Immediately after the victories of Clive had raised the company to the situation of a great territorial power, their servants engaged largely in the inland trade, and endeavoured, partly by fraud and partly by force, to extend to their own goods the exemption from transit duties established in favour of those belonging to the company. Every reader of Indian history is aware of the multiplied abuses and disturbances that grew out of this attempt of the company's servants to release themselves from duties and charges that pressed with grinding severity

* This important measure was preceded, and, we believe, principally brought about, by the publication of an elaborate and very valuable report on the inland customs of Bengal, by Mr. Trevelyan, one of the Secretaries to Government. We avail ourselves of this opportunity to state, that the most ample details as to the foreign trade of Bengal are embodied in the *Comparative Reviews* thereof, published annually by Mr. Bell, of the customs' establishment at Calcutta. They contain a greater fund of information, combined with sound remarks, than are to be met with respecting the trade of any other emporium with which we are acquainted.

on the natives, and, by consequence, to engross (for such was their object) the whole internal trade of the country. The company endeavoured to obviate the evil by strictly forbidding its servants from engaging in internal traffic. But its orders to this effect were long either totally disregarded, or but very imperfectly obeyed. At length, in 1788, Lord Cornwallis adopted the decisive and judicious measure of abolishing the duties. They were, however, again renewed in 1801. The exclusion of Englishmen from all participation in the interior traffic of the country having been gradually carried into complete effect for a lengthened period, they were less alive than they would otherwise have been to the injurious influence of the duties, so that their re-establishment met with comparatively little opposition. In 1810 a new tariff was introduced, by which the duties "were frightfully augmented;" and they have continued from that epoch down to their recent abolition seriously to obstruct all sorts of internal traffic, and to oppose the most formidable obstacle to the improvement of the country.

Had the inland transit duties been productive of a large amount of revenue, that would have been some set-off against the enormous evils of which they have been productive. But such has not been the case. The expenses of collection, and the interruption of communication, have been so very great, that the nett produce of the inland transit duties has been quite insignificant; so much so that, according to Mr. Trevelyan, it has not exceeded, in the extensive province of Bengal, the miserable pittance of 27,500*l.* a year. (*Report*, p. 143.) We see no reason to doubt the accuracy of this statement; and, assuming it to be correct, we are warranted in affirming that there is not another instance to be found, in the history of taxation, of a tax so fruitful of mischievous results, and so barren of revenue.

Town Duties.—These were charged on the principal articles of consumption in 23 of the chief towns of Bengal. They were in many respects similar to the *acorde* in France, and, though not nearly so injurious as the internal transit duties, were productive of much inconvenience. We are glad, however, to have to state that they, as well as the transit duties, have recently been abolished; and that the internal trade of Bengal is now as free, in so far, at least, as statutory regulations can make it, as the internal trade of England. This emancipation will undoubtedly be productive of the most beneficial results.—"When," says Mr. Bell, "the transit duties shall have been abolished, an impulse will be given to every sinew of commerce which will cause us only to wonder how such an execrable system should have been permitted to exist for a day."—(*Review of the Commerce of Bengal*, 1833-34 and 1834-35.)

New Customs' Duties.—There are no good grounds for thinking that the revenue would have lost any thing by the abolition of the transit and town duties, even though no new taxes had been imposed in their stead. But some small additions have been made to the customs' duties, or to the duties charged on the importation and exportation of certain articles. The present customs' law, enacted in May 1836, and the duties charged under it, are subjoined.

ACT No. XIV. of 1836.

I. It is hereby enacted, that, from the 1st June next, such parts of Regulations IX. and X. 1810, Regulation XV. 1825, and of any other regulations of the Bengal Presidency as prescribe the levy of transit or inland customs' duties, or of town duties; and likewise the schedules of duties and provisions of any kind contained in these or any other regulations for fixing the amount of duty to be levied upon goods imported into or exported from the said presidency by sea, shall be repealed.

II. And it is hereby enacted, that duties of customs shall be levied on goods imported by sea into Calcutta, or into any other place within the provinces of Bengal and Orissa, according to the rates specified in schedule A. annexed to this act, with the exceptions specified therein, and the said schedule, with the notes attached thereto, shall be taken to be a part of this act.

III. And it is hereby further enacted, that duties of customs shall be levied upon country goods exported by sea from any port of Bengal or Orissa, according to the rates specified in schedule B. annexed to this act, with the exceptions therein specified; and the said schedule, with the notes attached thereto, shall also be taken to be a part of this act.

N.B.—These duties are to be collected under the same regulations as former duties; and baggage is to be passed by the collector of customs as heretofore.

The remainder of the act relates to regulations respecting ships' manifests, &c.

SCHEDULE A.

Rates of Duty to be charged on Goods Imported by Sea into any Port of the Presidency of Fort-William in Bengal.

Enumeration of Goods.	When Imported on British Bottoms.	When Imported on Foreign Bottoms.
Bullion and coin	Free	Free.
Precious stones and pearls	Ditto	Ditto.
Grain and pulse	Ditto	Ditto.
Horses & other living animals	Ditto	Ditto.
Ice	Ditto	Ditto.
Coal, coke, bricks, chalk, and stones	Ditto	Ditto.
Books printed in the United Kingdom, or in any British possession	Ditto	Ditto.
Foreign books	5 per cent.	5 per cent.
Marine stores, the produce or manufacture of the United Kingdom, or of any British possession	5 per cent.	6 per cent.
Do., the produce or manufacture of any other place or country	6 per cent.	12 per cent.
Metals, wrought or unwrought, the produce or manufacture of the United Kingdom, or any British possession	5 per cent.	6 per cent.

SCHEDULE A. — continued.

Enumeration of Goods.	When Imported on British Bottoms.	When Imported on Foreign Bottoms.
Metals, do., excepting tin, the produce or manufacture of any other place	6 per cent.	12 per cent.
Tin, the produce of any other place than the United Kingdom, or any British possession	10 per cent.	20 per cent.
Woolens, the produce or manufacture of the United Kingdom, or any British possession	2 per cent.	4 per cent.
Do., the produce of any other place or country	4 per cent.	8 per cent.
Cotton and silk piece goods, cotton-twist and yarn, the produce of the United Kingdom, or of any British possession	5 per cent.	7 per cent.
Do., the produce of any other place	7 per cent.	14 per cent.
Opium	24 rs. per seer of 80 tolas	24 rs. per seer of 80 tolas
Salt	Rs. 5-4 per md. of 80 tolas per seer	Rs. 5-4 per md. of 80 tolas per seer
Alum	10 per cent.	20 per cent.
Camphor	10 per cent.	20 per cent.
Cassia	10 per cent.	20 per cent.
Gloves	10 per cent.	20 per cent.
Coffee	10 per cent.	20 per cent.
Coral	10 per cent.	20 per cent.
Nutmegs and mace	10 per cent.	20 per cent.
Pepper	10 per cent.	20 per cent.
Paper	10 per cent.	20 per cent.
Tea	10 per cent.	20 per cent.
Vermilion	10 per cent.	20 per cent.
Wines and liquors	10 per cent.	20 per cent.
Spirits, consolidated duty, including that levied heretofore through the police of Calcutta	9 as. p. imp. gal.	16 as. p. imp. gal.
And the duty on spirits shall be rateably increased as the strength exceeds of London proof, and when imported in bottles, five quart bottles shall be deemed equal to the imperial gallon.		
All articles not included in the above enumeration	5 per cent.	7 per cent.

SCHEDULE A. — continued.

And when the duty is declared to be ad valorem, it shall be levied on the market value without deduction; and if the collector of customs shall see reason to doubt whether the goods come from the country from which they are declared to come by the importer, it shall be lawful for the collector of customs to call on the importer to furnish evidence as to the place of manufacture or production; and, if such evidence shall not satisfy the said collector of the truth of the declaration, the goods shall be charged with the highest rates of duty, subject always to an appeal to the Board of Customs, salt and opium.

And, upon the re-export by sea of goods imported, excepting opium and salt, provided the re-export be made within two years of the date of import as per custom-house register, and the goods be identified to the satisfaction of the collector of customs, there shall be retained one eighth of the amount of duty levied, and the remainder shall be repaid as drawback. And if goods be re-exported in the same ship without being landed, (always excepting opium and salt, in regard to which the special rules in force shall continue to apply,) there shall be no import duty levied thereon.

SCHEDULE B.

Rates of Duty to be charged upon Goods exported by Sea from any Port or Place in the Presidency of Fort-William in Bengal.

Enumeration of Goods.	Exported on British Bottoms.	Exported on Foreign Bottoms.
Bullion and coin	Free	Free.
Precious stones and pearls	— Ditto —	— Ditto —
Books printed in India	— Ditto —	— Ditto —
Horses and living animals	— Ditto —	— Ditto —
Opium purchased at government sales in Calcutta	— Ditto —	— Ditto —
Cotton wool exported to Europe, the United States of America, or the British possession in America	— Ditto —	8 as. p. md. of 80 tolas to the seer.
Do. exported to places other than above	As. 8. s. p. md. of 80 tolas—seer	As. 16 p. md. of 80 tolas to the seer.
Sugar and rum exported to the United Kingdom, or to any British possession	Free	6 per cent.
Do. exported to any other place	— 3 per cent. —	— 6 per cent. —

Remarks on the above Duties.—The policy of charging duties on exported articles, and of making so great a distinction between the duties on articles imported and exported in British and in foreign ships, seems very questionable. The great difficulty under which India labours, in a commercial point of view, consists principally in her inability to furnish equivalents for foreign imported goods, and to make the necessary payments abroad; and, when such is the case, it is certainly not a little contradictory to lay duties on exports. The most obvious considerations of expediency and common sense would suggest that they should be allowed to be exported duty-free. There can be no doubt that the stimulus this would give to their production would, by increasing the public wealth, infinitely more than compensate the government for the loss of the inconsiderable sum produced by the duties with which they are charged.

The duties on most articles of importation do not appear to be at all excessive, provided they were equally distributed. But it seems quite inconsistent, seeing that we have admitted the reciprocity principle into the trade of Britain, that we should exclude it from that of India. The best informed parties concur in opinion that the effect of the discriminating duties is to diminish trade, without promoting, in any material degree, the employment of British shipping, and to provoke retaliatory measures on the part of the foreigner. The sooner, consequently, that this distinction is abolished, the better will it be for all parties. Regulations of this sort are never productive of any real advantage.

Pilotage, &c.—The Marine Board at Calcutta have recently issued the following regulations with respect to pilotage, &c.:

1. Commanders are requested, prior to quitting their vessels, on arrival off Calcutta, to fill up and certify, or cause to be filled up and certified, a form of certificate, showing the actual registered tonnage, the draft of water, and whether the vessel has or has not been tugged by a steamer any part of the way, or has or has not had the use of a row-boat; which form will be furnished to the pilot, in order to the bills of the vessel being correctly made out.

2. Commanders are further requested, as early after their arrival as possible, to notify in writing, to the Master Attendant, the name and residence of the reference for the payment of his vessel's bills.

3. On the receipt by the Master Attendant of the above certificate, and written reference for payment, a single bill will be prepared, including inward pilotage, light-house duty, Moyapore magazine duty, and row-boat-hire (if any), which, together with the certificate, will be forwarded to the marine paymaster, for collection within 15 days of the arrival of the vessel, and having on it the name and residence of the party referred to for payment, which commanders are requested to furnish to the Master Attendant, in writing, as early after their arrival as practicable, that officer will more readily be enabled to present it. By this arrangement, all the charges connected with the vessel, up to their arrival off Calcutta, will be embodied in one bill, instead of, as hitherto, being made up in separate bills.

4. In the event of vessels docking, or being transported at the desire of the commander, it is requested that a certificate may be given by the commanding officer, of the moorings having been performed, in order to its accompanying the bill when presented for payment to the referee.

5. The practice of charging for hauling to the chain-moorings, for their row-boat hire, and for hauling from the moorings in separate bills is discontinued, and henceforward one bill will be prepared, including the charge for hauling to the moorings, that for occupying them, and that for hauling from them; and commanders are requested to give, or cause their commanding officers to give, to the Master Attendant, or the harbour-master, certificate of the date of hauling to and from the moorings, which certificate, as before, will accompany the bill when presented for payment. The hire of the moorings will be charged for the day on which the vessel is hauled thereto, without reference to the period of the day; and, in like manner, no charge will be made for the day on which she

SCHEDULE B. — continued.

Enumeration of Goods.	Exported on British Bottoms.	Exported on Foreign Bottoms.
Grain and pulse of all sorts	1 anna per bag, not exceeding 2 mds. of 80 tolas to the seer, or if exported otherwise than in bags 1 anna per maund	2 as. per bag not exceeding 2 mds. of 80 tolas to the seer or if exported otherwise than in bags, 1 anna p. maund.
Indigo	Rs. 3 p. md. of 80 tolas to the seer	Rs. 6 p. md. of 80 tolas to the seer.
Lac dye and shell lac	4 per cent.	8 per cent.
Silk raw, filature	54 as. p. seer of 50 tolas	17 as. per seer of 50 tolas.
Silk, Bengul wound	5 as. p. seer of 80 tolas	5 as. p. seer of 80 tolas.
Tobacco	4 as. p. maund	8 as. p. maund.
All country articles not enumerated or named above	5 per cent.	6 per cent.

And when the duty is declared to be ad valorem, the same shall be levied on the market value of the article at the place of export, without deduction.

And in settling for the duties on exports by sea, credit shall be given for payment of inland customs' duty, and drawback shall be allowed of any excess of duty paid upon production of ruwanas under the following conditions, until the 1st April, 1837:

First, That the goods shall be identified, and destination to the port of export proved in the usual manner.

Second, That the ruwanas shall bear date before the 1st April, 1836, and the goods shall not have been protected thereby, or by the original thereof, more than two years.

And after the said 1st April, 1837, credit shall not be given, nor shall drawback be allowed, of any inland customs or land-frontier duty paid at any custom-house or chok of the Junna frontier line, or of Benares, except only upon the article of cotton wool, covered by ruwanas taken out at the custom-houses of the western provinces, and proved to have been destined for export by sea, when passed out of those provinces.

W. H. MACNAGHTEN,
Secy. to the Govt. of India.

hails from her moorings, however late in the day she may quit them. The charges connected with the chain-moorings will thus be embodied in one bill, and be discharged in one payment, instead of three or more, according to the number of months the vessel occupied the moorings.

6. The system of charging outward pilotage on an estimated draught of water, with an addition of 10 per cent., subject to adjustment after the vessel has sailed, and of charging a certain number of days for a row-boat, subject to a like adjustment, is abolished; and in future the outward pilotage and charge for row-boat hire on outward-bound vessels will be made as follows:—

When the vessel is finally landed, the commander is to give notice thereof to the Master Attendant, when the draft of water is to be ascertained and certified by the commander or commanding officer on the part of the vessel, and by the harbour-master on the part of government; subject, in case of dispute, to the decision of the Master Attendant. On receipt of the certificate, the Master Attendant will cause a bill to be made out for the regular amount of pilotage, and for the row-boat hire, according to an average rate, with reference to the size of the vessels and the season of the year, fixed by a marine committee which lately sat at the Bankshall, the majority of which was composed of members of houses of agency and commanders of ships. The bill and certificate will be presented in due course for payment.

7. As, however, it frequently happens that vessels are taking in cargo or filling their water up to the last day of their departure, or that from other causes the bills for the chain-moorings and outward pilotage cannot be made out till the vessel departs, owners, agents, and commanders are in such cases particularly requested, with a view to despatch, to cause an individual to attend at the Bankshall, and expedite the transmission of the bill and certificate to the board for registry, against the honourable company for the quarter deduction they may in such cases depend upon the most ready and special attention.

8. In the event of a vessel being tugged any part of the way down by steam, or not having the use of a row-boat, commanders are to obtain from the pilot at Kedgeree a certificate to that effect, which they should forward by Dak to their agents. On receipt thereof, agents are requested to make out a bill against the honourable company for the quarter deduction from the pilotage allowed if tugged by steam, or for the row-boat hire paid, as the case may be; and to forward it, together with the certificate, to the marine board for audit and payment.

9. In cases where a vessel leaves Calcutta avowedly intended to fill up cargo at some place below, the pilotage will be charged at the draft at which she leaves Calcutta, in like manner, though at the reduced amount, as if she had proceeded to sea; and, with respect to the subsequent pilotage charge, from the place at which the vessel takes in the additional cargo to sea, owners or agents of vessels will be required to furnish a special guarantee to pay the amount charged according to a certificate of the draft of water, to be signed by the commander, or commanding officer and pilot.

10. Six sets of moorings at Diamond Harbour having been fitted specially to enable vessels arriving in distress from loss of anchors and cables to be readily moored, the charge will be Co.'s Rs. 50 for mooring and unmooring, and the daily hire, as usual, for the mooring at Calcutta. The mooring will, of course, be available to vessels not in distress from loss of anchors and cables; but the harbour-master will be instructed to refuse to keep two sets vacant during the S.W. monsoon, to meet casualties.

CANTON.

Account of the Import and Export Trade by British and American Vessels at Canton, from 1st July, 1836, to 30th June, 1837.

Imports.	British Ships.	American Ships.	Total Quantity.	Price per yard, piece, &c.	Total Value in Dollars.	Exports.	British Ships.	American Ships.	Total Quantity.	Price per yard, piece, &c.	Total Value in Dollars.
ad Cloth - yds.	1,295,279	265,544	1,558,623	1.30	1,870,348	Alum - pbs.	35,632	10	35,642	2.50	85,105
ilets - pms.	16,437	5,642	21,999	25	532,474	Amiseed - value	4,213	200	4,413	-	4,413
g Ellis -	89,184	34,172	123,596	9	1,115,544	Armenia - chests	114	-	114	10	1,140
hazettes - pbs.	4,615	6,344	10,957	11	120,527	Bangles -	66	-	66	50	5,300
shen yarn - pbs.	165	76	241	100	21,100	Baskets - value	120	120	240	-	120
shets - yds.	2,400	-	2,400	33	79	Beads - chests	1,315	-	1,315	18	24,120
shets - pairs	1,322	-	1,322	4	5,273	Brass leaf -	10,231	-	10,231	45	10,395
reteens - yds.	4,996	4,400	9,596	20	1,879	Bricks - No.	100,000	-	100,000	5	500
on yarn - g	18,331	4,232	22,563	40	906,520	Camphor - value	25,489	69,300	94,789	-	97,779
g cloths - yds.	5,629,849	3,605,826	9,235,675	124	1,154,438	Capoor cutchery chests	78	-	78	-	468
linoal -	391,117	391,117	782,234	14	10,576	Cassia buds - pbs.	58,379	60,900	119,279	6	119,279
netics -	7,286	480,520	496,806	10	49,581	China buds - pbs.	30	50	80	14	460
idkerchiefs - doz.	35,620	30,783	66,403	100	84,603	China ware - value	16,546	39,179	55,725	-	48,523
ntes -	119,808	194,964	314,772	124	39,546	ditto ink - cetties	231	231	462	1	462
shrics -	92,450	5,000	97,450	124	12,371	ditto root -	665	-	665	300	2,928
en -	10,920	5,726	16,646	1	16,646	Cochineal -	153	-	153	180	27,540
vas - bolts	198	40	238	12	7,410	Copper -	11	-	11	50	550
l thread - catties	167	-	167	40	6,680	ditto, white - boxes	49	-	49	50	2,450
linoal - pbs.	132	132	264	180	86,880	ditto, ware - value	850	-	850	-	850
bits -	166	-	166	38	6,308	Corals, false - chests	124	-	124	40	4,960
seng -	52	1,509	1,561	60	93,660	Cotton yarn - pbs.	5,643	-	5,643	40	225,720
skaliver - boxes	2,054	501	2,555	115	293,825	Crackers - boxes	5,762	21,700	27,462	-	36,438
linoal - pbs.	15,738	854	16,592	19	314,754	Dragon's blood - pbs.	6	-	6	60	360
lter -	2,355	6,004	8,359	50	33,022	Fans and fire -	-	161,143	161,143	100	2,417
l -	14,961	9,946	24,907	50	149,446	Feather fans -	-	2,390	2,390	40	880
l -	16,528	5,490	22,018	3	69,184	Gaungal - pbs.	266	127	393	300	1,376
per -	54	2,288	2,342	20	46,810	Gamboge -	-	13	13	55	713
ber, false - chests	42	-	42	20	840	Gauze - value	500	10,100	10,600	-	10,400
l rat -	25,753	2,003	27,756	5	77,390	Gold ware -	4,450	-	4,450	-	4,450
to de mar -	134	-	134	6	801	Graa cloth -	1,120	103,940	105,060	-	108,060
l's nests - catties	373	-	373	20	7,460	Gum Benjamin chests	38	-	38	40	1,520
lphar barcos -	121	-	121	40	4,544	Hartal - pbs.	612	-	612	14	5,568
on, Bengal -	240,192	-	240,192	7	5,009,400	Hans -	36	-	36	50	2,800
ombay -	347,280	-	347,280	8.5	4,105,372	Ivory ware - value	2,900	5,528	7,728	-	7,728
adras -	89,579	-	89,579	5	11,738	Kettisall's - chests	2,007	-	2,007	11	22,077
neilans - value	135,700	-	135,700	98	155,700	ditto, silk -	61	-	61	15	959
negs -	198	122	320	18	8,260	Lacquered ware -	3,560	5,929	9,559	-	19,280
ny -	9,796	-	9,796	3	29,388	Marble slabs - boxes	5,856	-	5,856	5	109,900
plants' teeth -	532	-	532	85	45,220	Mattings - value	4,532	105,368	109,900	-	109,900
l maws -	1,501	-	1,501	35	82,555	Mats, bamboo -	-	184,300	184,300	10. cts.	18,430
l heads - chests	1,000	-	1,000	10	1,000	Pearl buttons -	50	50	100	50	17,600
n oilbannum - pbs.	3,820	-	3,820	3	11,460	slabs - value	17,600	-	17,600	-	17,600
simi -	157	-	157	4	620	Musk -	108,718	39,666	148,384	-	141,404
yrth -	205	-	205	5	1,025	Oils spice - pbs.	78	173	251	-	25,100
pal -	67	-	67	20	1,340	Paper - value	38,113	200	38,313	-	38,313
lilium -	1,234	-	1,234	4	4,936	Pearls, false -	13,991	-	13,991	-	13,991
na, Rhinoceros -	20	-	20	20	400	seed -	1,050	-	1,050	4	4,200
liron -	63	-	63	40	2,520	shells -	100	100	200	-	2,000
lanceo wood -	33	-	33	5	165	Preserves - boxes	1,050	-	1,050	20	57,474
lver Cloves -	46	-	46	10	460	Rattans, split - pbs.	122	93	215	-	8,154,765
O Pearl shells -	1,619	449	2,068	4	8,272	Rhubarb -	20,297	135	20,432	-	2,344,525
megs -	39	-	39	150	5,595,376	Sliver ware - value	4,645	-	4,645	-	4,645
un, Patna - chests	7,192	-	7,192	778	1,762,140	Silver ware -	63,803	15,469	79,272	-	305,334
enares -	2,575	-	2,575	683	11,338,723	Sugar candy -	21,377	40	21,417	-	36,375
alwa -	17,687	-	17,687	675	180,000	Sweetmeats - boxes	1,161	2,225	3,386	-	184,500
lkey -	292	446	738	8	116,834	Sewing silk - pbs.	410	-	410	450	200
ris - value	190,000	-	190,000	30	5,700	Tea -	1,149	1,266	2,415	-	30,506
per - pbs.	12,511	2,992	14,503	10	35,808	Congo - pbs.	183,509	-	183,509	5,872,288	5,872,288
lento -	30	-	30	10	300	Capor -	5,094	-	5,094	124,444	124,444
l chuck -	352	-	352	18	6,436	Pouchong -	19,100	17,483	36,583	1,304,660	1,304,660
l -	8,155	3,781	11,936	3	75,253	Pouchong -	-	4,322	4,322	58,640	58,640
etre -	218,949	577,578	796,527	150	227,102	Campot -	287	-	287	8,610	8,610
l -	10,031	-	10,031	750	1,760	Anko -	1,274	-	1,274	26,751	26,751
l wood -	10,325	-	10,325	22	180,900	Hongmuy -	5,389	-	5,389	127,548	127,548
rk fins -	44	-	44	40	1,760	Pekoe -	2,952	-	2,952	3,754	233,632
l horse - No.	4,650	1,463	6,113	1	1,438	Orange Pekoe -	7,088	-	7,088	219,728	219,728
l beaver -	-	1,198	1,198	120	84,894	Black -	224,442	21,873	-	8,014,740	11,151,584
nd otter -	7,376	6,773	14,149	6	55,750	Hyson -	19,923	9,993	29,916	1,664,988	1,664,988
lbit -	9,980	560	10,540	40	5,145	Young hyson -	5,118	65,278	70,396	1,066,266	1,066,266
a otter -	830	310	1,140	1	1,613	Hyson skin -	1,613	12,524	25,137	63,466	10,419
lito tails -	713	-	713	5	5,973	Twankey -	31,448	34,629	1,001,060	-	1,039,096
l -	4,733	410	5,143	1	85,674	Gunpowder -	4,587	7,790	12,377	655,546	655,546
l fish - pbs.	162	-	162	2	3,240	Imperial -	5,149	5,722	8,871	442,129	442,129
l -	1,185	-	1,185	5	10,875	Green -	76,838	102,488	-	6,333,457	8,796,408
l - value	77,224	8,450	85,674	1	10,875	Not specified -	6,923	-	6,923	235,450	237,013
lure, gold -	5,912	-	5,912	1	10,875	Tiles - No.	21,000	-	21,000	10	10,000
l pira -	87,393	55,485	142,878	1	10,875	Tobacco -	400	-	400	85	10,900
l silver -	70,226	-	70,226	1	10,875	Trunks - sets	359	157	516	-	10,419
lars -	307,409	428,485	735,894	1	735,984	Umbrellas - chests	800	-	800	20	4,000
Balance -	-	-	-	-	832,891	Valises - boxes	119	-	119	70	8,330
Spanish dollars -	-	-	-	-	38,579,558	Vermilion -	1,096	-	1,096	63	69,048
						Sundries - value	62,613	2,287	64,900	-	64,900
						Treasure, gold -	43,919	-	43,919	25.50	1,039,096
						Truce, gold -	2,058,754	-	2,058,754	5 per cent.	5,009,350
						ditto, S. A. -	68,304	-	68,304	5 per cent.	66,255
						Disbursements on	171 British ships	177,000	-	-	738,000
						96 American do. f	561,000	-	-	-	38,579,558
						Spanish dollars -	-	-	-	-	-

CIVITA VECCHIA, a fortified sea-port town of the papal dominions, on the Mediterranean, in lat. $42^{\circ} 4' 38''$ N., lon. $11^{\circ} 44' 52''$ E. Population 7,000.

Harbour.—The port of Civita Vecchia is artificial, and is formed by three large moles. Two of them projecting from the mainland, inclined one to the north and the other to the south, form the sides of the harbour; while a third mole, or breakwater, constructed opposite to the gap between the other two, serves to protect the harbour from the heavy sea that would otherwise be thrown in by the westerly gales. A lighthouse, having the lantern elevated 74 feet above the level of the sea, is erected on the southern extremity of the outward mole; the distance from its extremities to the extremities of the lateral moles, on which there are towers, being about 90 fathoms. Vessels may enter either by the south or north end of the outer mole, but the southern channel is the deepest, having from 8 to 6 and 4 fathoms. Ships may anchor within the port, in from 16 to 18 feet water, or between it and the outer mole where the water is deeper. Within the port there is a dock and an arsenal. — (*Plan of Civita Vecchia*.)

Historical Notice.—This harbour, which is by far the best on the western side of the papal dominions, owes its origin to the Emperor Trajan, and affords the most unequivocal proof, not of his power merely, but of his sagacity and desire to promote the interests of commerce and navigation. There is in one of Piny's Letters (lib. vi. epist. 31.) a clear and interesting account of this great work, which has obviously been planned and constructed with equal skill and judgment. The outer mole was mostly formed, precisely like the breakwater at Plymouth, by sinking immense blocks of stone into the sea, which became fixed and consolidated by their own weight, till by degrees it was raised above the waves. (*Assurgit autem arce visendi : ingentia saxa latissima navis protecht. Contra hæc alia super alia dejecta ipso pondere movent, ac sensim quædam velut aggeres construantur.*) Originally it was called *Trajanus Portus*, and it is to be regretted that it did not always bear the name of its illustrious founder. But in the latter ages of the Roman empire it was called *Centum Cellæ*, and in modern times *Civita Vecchia*. — (*Cellarii Notitia Orbis Antiquæ*, i. p. 734.)

Money.—Accounts are kept here, and throughout the papal states, in crowns or *scudi*, called *scudi Romani* and *scudi moneta*. 1 *scudo* = 10 *padi*, and 1 *pado* = 10 *bajocchi*. The *scudo* contains 408 grains of English standard silver, and is, consequently, worth 4s. 4d. sterling. Payments above 5 *scudi* are made in *cedole*, or schedules, a species of bank notes; but these, not being payable in specie on demand, are uniformly at a discount.

Weights.—The *libra*, or pound of 12 *onci* or 6,912 *grani*, contains 5,234 English grains. Hence, 100 Roman pounds =

74,771 lbs. avoirdupois = 90,868 lbs. troy = 33,906 kilogrammes = 70,008 lbs. of Hamburg. There are three different cantaros or quintals; viz. of 100, 160, and 250 lbs. The *migliajo* = 1,000 lbs.

Measures.—The Roman foot = 11.72 Eng. inches; the *canna* = 78.34 Eng. inches; the *canna* used by builders = 87.96 English inches; the barrel of wine = 12,841 imp. gallons, and the barrel of oil = 12.64 imp. galls.; the *sema* of oil = 36.5 imp. ds.; the rubbia of corn = 8,145 imp. bushels. — (*Kelly's Cambist; Nellenbrocher, Manuel Universel*.)

Imports and Exports.—Though the wealth and population of the country round Civita Vecchia be much fallen off in modern times compared with antiquity, it still continues to be the entrepôt of Rome, and engrosses almost the entire trade of the papal dominions on the side of the Mediterranean. The imports consist principally of cotton, woollen, silk, and linen stuffs; coffee, sugar, cocoa, and other colonial products; salt and salted fish, wines, jewellery, glass and earthenware, &c. The exports consist of staves and timber, corn, coal, wool, cheese, potash, pumice-stone, alum, from Tofia, in the vicinity, and other articles. The total value of the imports may be reckoned at from 650,000*l.* to 700,000*l.*, and it may be fairly presumed that the real value of the exports is not much inferior. Marseilles and Genoa have the largest share of the foreign trade of Civita Vecchia, and next to them England.

Duties.—Civita Vecchia is a free port, that is, a port into which produce may be imported, and either consumed or re-exported, free of duty.

Quarantine regulations are strictly enforced; no vessel with a foul bill of health being permitted to enter any of the papal ports. — (*Annuaire du Commerce Maritime*, tom. ii. p. 366. &c.)

Return of the Number and Tonnage of Vessels, distinguishing the Countries to which they belonged which entered inwards in the Papal States in 1833.

Of the vessels entering the ports on the Mediterranean, fully three fourths entered Civita Vecchia.

Flags.	In Ports of the Mediterranean.						In Ports of the Adriatic.					
	For Trading Purposes.		Touching or calling, not for Trading Purposes.		Fishing Vessels.		For Trading Purposes.		Touching or calling, not for Trading Purposes.		Fishing Vessels.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Austrian	32	5,592	2	135	-	-	1,100	40,765	53	1,678	1,100	7,935
Greek	2	699	-	-	-	-	-	-	-	-	-	-
Modenese	-	-	-	-	-	-	167	4,261	-	-	-	-
French	64	5,726	42	4,559	-	-	34	5,637	-	-	-	-
British	26	4,165	-	-	2	2	16	1,101	-	-	-	-
Ionian	-	-	-	-	-	-	442	14,881	48	2,321	5,393	25,001
Lombardo-Venetian	-	-	-	-	-	-	-	-	-	-	-	-
Lucchese	145	5,485	45	897	1	4	95	3,766	35	1,287	49	942
Neapolitan	745	45,533	423	19,647	244	2,662	4	62	1	41	-	-
Parma	-	-	-	-	-	-	5,182	127,443	434	15,828	11,802	151,589
Papal	682	31,433	217	11,701	82	799	44	5,634	1	531	-	-
Sardinian	166	15,437	109	10,321	-	-	-	-	-	-	-	-
Spanish	27	1,132	-	-	-	-	6	842	1	183	-	-
Swedish	-	-	-	-	-	-	-	-	-	-	-	-
Tuscan	412	17,722	183	8,613	3	9	-	-	-	-	-	-
Totals	2,251	126,923	1,021	55,851	332	5,476	5,096	204,842	573	22,069	16,434	183,563

COAL.—We are glad to have to state, that the duty on coal exported in English ships is repealed; and that the duty on all descriptions of coal exported in foreign ships is reduced to 4s. a ton. The increased exportation of coal this measure has occasioned cannot fail of being highly advantageous. Ships, that might otherwise have had to go out in ballast, have now an opportunity of taking with them what may prove a profitable cargo, at the same time that the cost of conveying the mineral abroad operates as a premium in favour of our own manufactures. The fact, too, that there is, in South Wales alone, a supply of coal sufficient to meet the present demand of the empire for more than 2,000 years, shows the futility of imagining that the measure can be injurious, by its hastening the exhaustion of the mines.

COFFEE.—We pointed out (*Dict.* p. 543.) the injustice and impolicy of charging 3*d.* per lb. more on the coffee of our Eastern dominions, when imported for home consumption, than on that imported from the West Indies. This distinction has, however, been put an end to; the 5 and 6 Will. 4. c. 66. having enacted that coffee, the produce of British possessions within the limits of the East India Company's charter and of Sierra Leone, shall pay, when entered for home consumption, a duty of 6*d.* per lb.

Such coffee must, however, be accompanied with a *certificate of origin*, that is, a certificate subscribed by the proper officer of the place where it was shipped, bearing that he had received from the master, and examined, a declaration under the hand and seal of the shipper of the coffee, stating that it was really and lawfully the produce of those such British possession, and that he (the officer) believed such declaration to be true. The master must also, when he arrives in this country, make and subscribe a declaration before the collector or comptroller, stating that the certificate of origin was received by him at the port where the coffee was taken on board, and that the coffee imported is the same that is mentioned therein. (We believe that this is the sense of the clause (2) relating to the certificate; but, from some error of the press or otherwise, it is all but unintelligible.)

COINS. — 1. AMERICAN EAGLE. This, which, with its subdivisions, is the only American gold coin, has lately undergone an important alteration. By the mint regulations of the United States, the eagle, which is declared to be the equivalent of 10 dollars, contained, previously to the 31st of July, 1834, 270 grains of standard gold, viz. 246 grains pure, and 24 grains alloy. But, by an act of Congress, which came into operation at the above date, the weight of the eagle is reduced to 258 grains, of which 232 are pure and 26 alloy. In consequence of this alteration, the sovereign, that was formerly worth 4 dollars 57 cents, is now worth 4 dollars 87 cents, and is received by the Americans at this rate.

We do not know whether it was the object of the American government, in enacting this law, to substitute a gold in the place of a silver currency; but it will most probably have that effect. Under the former system, silver was over-valued in the American mint as compared with gold; and, as it consequently became everybody's interest to pay his debts in silver rather than in gold, the latter was nearly banished from circulation, precisely in the same way that the over-valuation of gold in the British mint banished all silver coins of full weight from this country, and that the over-valuation of silver in the French mint banished gold. — (*Dict.* p. 315.) Under the present American system, it is believed that gold is over-valued from $1\frac{1}{2}$ to $1\frac{3}{4}$ per cent., so that an individual who has to pay a debt of 100L, and who employs metallic money for that purpose, will save from 25s. to 30s. by using gold rather than silver. This has certainly been the principal cause of that exportation of gold to the United States from Europe that has been carried on at intervals during the last four years, though it, no doubt, has been partly owing to other causes, and especially, perhaps, to the suppression of notes for less than 5 dollars in New York and other States. — (See *BANKS, American, in this Supp.*)

Value of Foreign Gold Coins in the Currency of the United States. — It was ordered by an act of Congress, passed at the same time with the New Mint Act, that there "shall pass current as money, and be receivable in all payments, by weight, for the payment of all debts and demands, from and after the 31st day of July, 1834," viz. 1. The gold coins of Great Britain, Portugal, and Brazil, of not less than 22 carats fine, at the rate of 93 8-10 cents per pennyweight; 2. The gold coins of France, 9-10ths fine, at the rate of 93 1-10 cents per pennyweight; and, 3. The gold coins of Spain, of the fineness of 20 carats 3-7-16 grains, at the rate of 89 9-10 cents per pennyweight. On this principle the following table has been calculated.

Gold Coins of Great Britain, Portugal & Brazil, 22 Carats fine.						Gold Coins of France, 9-10ths fine.						
	Weight.		Contents in pure gold.	Value in U.S. currency, estimated by the quantity of pure gold compared with that in the new eagle of 232 grains			Weight.		Contents in pure gold.	Value in U.S. currency, estimated by the quantity of pure gold compared with that in the new eagle of 232 grains		
	dwt.	gr.		d. c. m.	d. c. m.		dwt.	gr.		d. c. m.	d. c. m.	
G. BRITAIN.												
Guineas, (half and 7s. piece in proportion)	5	9 39 89	118 6	5 11 0	5 11 2	Double louis, coined since 1786, (single in proportion)	9	0	212 6	9 15 4	9 16 3	
Sovereign (half in proportion)	5	5 171 623	113	4 86 9	4 87 4	Double napoleon, (single in proportion)	8	7	179	7 71 8	7 71 5	
PORTUGAL.												
Dobracon of 24,000 rees (half in proportion)	34	12	759	32 70	6 32 71 9	New louis	4	3 1-2	82 5	3 85 9	3 85 7	
Dobra of 15,000 rees	18	6	401 5	17 30	1 17 30 6	NOTE. — The double louis, louis, and demi-louis, coined before 1786, not being 9-10ths fine, are not included in the table, because they are not legal tenders. Neither are the double and single napoleon, or the new louis, exactly 9-10ths fine, but the deficiency is so very small that it is believed it is covered by what is called the remedy of the mint.						
Moldore	6	22	152 2	6 55 7	6 64 2							
Milree, 1755	19	3 4	18 1	0 78 0	0 78 0							
BRAZIL.												
Dobracon	54	12	759	32 70	6 32 71 9	Gold Coins of Spain, 20 Carats 3-7-16 Grains fine.						
Dobra	18	6	401 5	17 30	1 17 30 6							
Moldore	6	22	152 2	6 55 7	6 64 2							
N.B. — There are several gold coins of Portugal and Brazil, the Joazeiro, the pieces of 16, 12, and 8 festoons, and the old and new cruzado, which are not included in the above table, because they are not 22 carats fine, and of course are not legal tenders, the words of the act being express. — "The gold coins of Great Britain, Portugal, and Brazil, of not less than 22 carats fine."												
* In the above table the coins are all presumed to be of full weight, but fractional parts of a mill have been disregarded in the calculation of their value. It will be found to be a sufficient approximation to the truth for all ordinary purposes. To those who wish perfect accuracy, it may be observed that the quantity of pure gold in the sovereign is 113 18-11, 214 grains, and that the true value of the sovereign, compared with the new eagle of 232 grains, is 4 87-7 100. This is also the true par of exchange between the United States and London, and is equal to a premium of 9 7-10 per cent., as near as can be calculated, on the nominal par of 4 44 of 109 7-10 for 100.												
						Weight.		Contents in pure gold.	Value in U.S. currency at 9-10 cts. per dwt.	Value in U.S. currency, estimated by the quantity of pure gold, &c.		
						dwt.	gr.					grains
						Quadruple pistole or doubloon, coined before 1772, (double, single, and half in proportion)	17	8 1-2	375 3	15 59 0	16 17 6	
						Quarter pistole, or gold dollar, coined before 1772	1	3	24 2	1 01 1	1 04 3	
						Doubloon of 1772, (double and single in proportion)	17	8 1-2	372	15 59 0	16 17 6	
Half pistole of 1772	2	4	46 3	1 94 1	1 99 3							
Quarter pistole of 1772	1	3	23 9	1 01 1	1 08 3							

Coinage of the United States Mint in 1835.

						Dollars.	
						Dollars.	Dollars.
Gold	half-eagles	-	371,534	pieces, making	-	1,857,870	2,186,175
	Quarter-eagles	-	131,402	-	-	528,505	
Silver	half-dollars	-	5,554,006	-	-	2,676,003	3,445,003
	Quarter-dollars	-	1,969,000	-	-	488,000	
	Dimes	-	1,410,000	-	-	141,000	
	Half-dimes	-	2,760,000	-	-	138,000	
	Cents	-	5,678,000	-	-	36,784	
	Half-cents	-	141,000	-	-	705	
Total pieces		-	15,996,542	Total value	-	-	5,668,667

Amount of Gold received annually from the Gold Region of the United States from 1824 to 1835, both inclusive.

Years.	Virginia.	N. Carolina.	S. Carolina.	Georgia.	Tennessee.	Alabama.	Not ascertained.	Total
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1824	-	5,000	-	-	-	-	-	5,000
1825	-	17,000	-	-	-	-	-	17,000
1826	-	30,000	-	-	-	-	-	30,000
1827	-	21,000	-	-	-	-	-	21,000
1828	-	46,000	-	-	-	-	-	46,000
1829	2,500	124,000	5,500	-	-	-	-	140,000
1830	84,000	304,000	26,000	212,000	-	-	-	666,000
1831	26,000	294,000	22,000	176,000	1,300	1,000	-	589,000
1832	34,000	468,000	45,000	149,000	1,000	-	-	678,000
1833	104,000	475,000	96,000	216,000	7,000	-	-	868,000
1834	61,000	380,000	38,000	415,000	5,000	-	-	899,000
1835	60,400	263,500	42,500	319,500	100	-	12,000	698,000
	312,900	2,317,500	342,500	1,478,900	12,100	1,000	12,000	4,377,500

(Both the above tables are taken from the *American Almanac*.)

2. **INDIAN RUPEE.**—The variety of rupees of different weights and values, circulating in different parts of India, was long found to be productive of considerable inconvenience. But this is now nearly obviated, it having been enacted that, from the 1st of September, 1835, the coinage of former rupees should cease at all the mints throughout India, and that in future there should be coined a rupee (with doubles, halves, and quarters), to be called "The Company's rupee," which contains 165 grains ($\frac{11}{16}$) pure silver, and 15 grains ($\frac{1}{16}$) alloy. This new rupee, which is made legal tender in all payments, is equal to the former Bombay, Madras, and Furrackabad standard rupees, and is receivable as an equivalent for them and for the Sonat rupee, and for $\frac{1}{16}$ ths of the Calcutta sicca rupee. It is worth, reckoning silver at 5s. 2d. and 5s. 6d. an ounce, 1s. 11d. and 2s. 0d. sterling. The new, or Company's rupee, bears on the one side the head of the reigning sovereign of Great Britain, and on the obverse the words "East India Company," and the designation of the coin in English and Persian.

Mohur.—It has also been enacted, that from the 1st of September, 1835, no gold coins shall be coined at any mint in India, except gold mohurs or 15 rupee pieces (with the subdivisions), containing each 165 grains ($\frac{11}{16}$ ths) pure gold, and 15 grains ($\frac{1}{16}$ th) alloy. Such mohurs are consequently worth 25s. 2d. each. These coins are marked in the same way as the new rupees, but they are not legal tender.

COLONIES.

Statement of the Nett Expenditure incurred by Great Britain, on account of her several Military and Maritime Stations, Colonies, and Plantations, during 1833-34. — (*Parl. Paper*, No. 408. Sess. 1835.)

Colonies, &c.	Military Expenditure.			Civil Expenditure.			Naval Expenditure.			Total Expenditure for Military, Civil, and Naval Establishments.			Advances in Aid of Colonial Revenues.			Repayments from Colonial Revenues, and Surplus Customs, and Post Office Collections.			Total Expenditure incurred by Great Britain.		
	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.
Military and Maritime Stations.																					
Gibraltar	155,858	3	9	-	-	-	869	5	9	154,517	9	6	-	-	-	127	6	9	154,390	2	9
Malta	100,805	17	10	-	-	-	6,120	9	7	106,926	7	5	-	-	-	211	13	5½	106,714	13	11½
Cape of Good Hope	92,657	18	6	1,304	4	0	5,560	14	3	97,222	16	8	-	-	-	-	-	97,222	16	8	
Mauritius	116,289	12	2	685	6	0	-	-	-	117,074	18	2	-	-	-	-	-	117,074	18	2	
Bermuda	69,338	1	10	29,464	15	11½	15,296	19	6	114,099	17	3½	-	-	-	-	-	114,099	17	3½	
Fernando Po	983	19	0	7,542	5	9	-	-	-	8,526	4	9	-	-	-	-	-	8,526	4	9	
Ascension	1,417	11	10	-	-	-	9,754	2	9	11,171	14	7	-	-	-	-	-	11,171	14	7	
Heligoland	590	0	0	362	19	5	-	-	-	862	19	5	-	-	-	-	-	862	19	5	
Ionian Islands	97,690	17	4	-	-	-	-	-	-	97,690	17	4	-	-	-	-	-	97,690	17	4	
Plantations and Settlements.																					
Jamaica Command:																					
Jamaica	210,758	14	5	5,654	16	9	2,679	0	11	219,087	12	1	-	-	-	-	-	219,087	12	1	
Bahamas																					
Honduras																					
Windward and Leeward Islands Command:																					
Barbadoes	409,612	0	6	5,320	19	2	458	0	0	416,000	19	7	-	-	-	848	6	8	-	-	
Grenada																					
St. Vincent																					
Tobago																					
Antigua																					
Montserrat																					
St. Christopher's																					
Nevis																					
Anguilla																					
Virgin Islands	425,736	0	10½																		
Dominica																					
St. Lucia																					
Trinidad																					
British Guiana	6,575	14	7½																		

Nett Expenditure, &c.—continued.

Colonies, &c.	Military Expenditure.			Civil Expenditure.			Naval Expenditure.			Total Expenditure for Military, Civil, Naval and Naval Establishments.			Advances in Aid of Colonial Revenues.			Repayments from Colonial Revenues, and Surplus Customs, and Post Office Collections.			Total Expenditure Incurred by Great Britain.		
	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.
Lower Canada	254,778	14	0	5,898	10	1½	2,577	10	0	263,249	14	1½	-	-	-	-	-	-	263,249	14	1½
Upper Canada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nova Scotia Command	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Brunswick	128,326	2	6	20,435	10	5½	7,802	18	0	156,564	10	10½	5,747	15	6	-	-	-	162,312	6	4½
Prince Edward's Is.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newfoundland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sierra Leone	28,199	16	7	11,061	16	1	1,500	0	0	40,761	12	8	-	-	-	-	-	-	40,761	12	8
Cape Coast	-	-	-	3,500	0	0	-	-	-	3,500	0	0	-	-	-	-	-	-	3,500	0	0
Ceylon	128,167	17	3	1,005	0	0	1,964	15	8	131,137	10	11	-	-	-	17,797	10	4½	115,340	0	6½
Western Australia	5,371	18	1	19,032	3	4	-	-	-	24,454	1	5	-	-	-	-	-	-	24,454	1	5
<i>Penal Settlements:</i>																					
New South Wales	92,321	3	2	311,418	7	5½	-	-	-	405,739	10	7½	-	-	-	26,676	18	7½	371,015	5	9½
Van Diemen's Land	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,052	6	3½	-	-	-
General charges	29,114	8	1	8,000	0	0	-	-	-	37,114	8	1	-	-	-	-	-	-	37,114	8	1
Totals	1,920,287	16	7	431,241	14	5½	50,173	14	5	2,401,708	5	5½	13,471	16	8½	50,865	13	6½	2,361,309	6	9

CORN (PRICE OF).—The average prices of British corn during the nine years ending with 1841 have been:—

Years.	Wheat.	Rye.	Barley.	Oats.	Pear.	Broom.
	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.
1833	52 11	32 11	27 6	18 5	36 5	33 2
1834	46 2	32 9	29 0	30 11	39 4	35 3
1835	39 4	30 4	29 11	24 0	36 6	36 11
1836	48 5	35 4	32 10	18 1	32 8	39 1
1837	53 10	34 9	30 4	23 1	37 6	38 7
1838	64 7	35 1	31 5	22 5	37 2	36 8
1839	70 8	42 0	39 6	25 11	41 2	41 2
1840	66 4	36 5	36 5	25 8	42 5	39 0
1841	64 4	36 9	32 10	22 5	40 4	39 10

CORN (ISLE OF MAN).—All foreign corn imported into the Isle of Man is now subject to the same duties as in the United Kingdom.—(5 & 6 Will. 4. c. 13.)

CORN (PRICE OF IN FRANCE).—We copy from the *Times* the following

Table of the average Prices of Wheat in France at the End of October of each Year, from 1819 to 1836, both inclusive, according to the official Returns, with their Equivalents in English Measure and Money:—

Years.	Per hect.	Per qr.	Years.	Per hect.	Per qr.
	L. s. d.	L. s. d.		L. s. d.	L. s. d.
1819	15 29	35 0	1828	21 69	49 8
1820	19 56	44 9	1829	21 60	49 5
1821	15 99	36 8	1830	23 29	53 4
1822	15 55	35 7	1831	22 88	52 5
1823	15 72	35 11	1832	18 67	42 9
1824	14 46	33 0	1833	15 42	35 4
1825	15 24	34 11	1834	14 56	33 4
1826	15 65	35 7	1835	13 5	32 0
1827	18 77	43 8	1836	17 3	39 0

The average of the whole period is 17*fr.* 5*ls.* per hectolitre, equal to 40*s.* 1*d.* per quarter; and it will be remarked that the average of last year is the lowest of the whole period.

The average price of British wheat during the second week of October, 1835, was 5*fr.* a quarter, being lower than it has been at any time since 1780.

COTTON.

Account of the Quantity and Declared Value of Cotton Manufactured Goods and Yarn exported from the United Kingdom in 1837, distinguishing the Description of Goods, and the Quantities and Values of those exported to different Countries.—(*Board of Trade Papers*, vol. p. 140.)

Countries to which exported.	White or Plain Cottons.		Printed or Dyed Cottons.		Hosiery and Small Wares.	Twist and Yarn.		Total Declared Value.
	Yards.	Declared Value.	Yards.	Declared Value.	Declared Value.	Pounds Weight.	Declared Value.	L.
Russia	980,779	40,903	145,760	7,590	9,106	24,108,593	1,612,956	1,659,858
Sweden	62,939	2,717	48,552	2,501	134,336	35,060	39,325	2,100,441
Norway	164,634	4,081	547,809	9,964	1,682	197,700	10,474	26,201
Denmark	45,992	1,030	71,569	1,569	88	57,470	3,870	5,357
Prussia	-	-	-	-	4,984	502	502	5,348,235
Germany	14,303,855	294,578	28,967,374	715,771	162,263	34,273,607	2,177,893	2,100,441
Holland	16,382,581	341,448	11,588,241	329,400	50,205	15,993,072	1,386,388	2,100,441
Belgium	865,539	32,271	1,998,160	72,528	102,233	67,397	8,792	215,784
France	1,169,753	35,683	1,469,994	35,529	957,68	94,707	31,564	184,544
Portugal, Proper	15,965,138	295,189	15,748,916	369,712	21,084	323,362	23,612	682,597
Azores	541,605	11,789	731,946	18,740	838	17,840	786	32,153
Madeira	519,315	8,255	649,954	12,767	1,068	1,358	78	22,168
Spain and the Balearic Islands	151,380	4,047	205,986	5,694	221	687	45	10,007
Canaries	471,917	10,763	435,599	12,634	924	1,071	63	25,984
Gibraltar	13,856,830	310,777	12,681,183	375,367	17,271	225,939	14,729	718,144
Italy and the Italian Islands	24,974,414	526,581	17,631,057	481,915	40,910	8,775,028	477,882	1,527,588
Malta	1,108,032	21,038	363,773	17,364	2,898	175,860	9,729	20,320
Ionian Islands	1,497,950	26,314	841,686	19,553	790	297,580	14,303	61,353
Morocco and Greek Islands	9,054	296	67,791	2,664	35	1,300	100	5,353

Account of Quantity and Declared Value of Cotton Manufactured Goods, &c. — continued.

Countries to which exported.	White or Plain Cottons.		Printed or Dyed Cottons.		Hosiery and Small Wares.	Twist and Yarn.		Total Declared Value.
	Yards.	Declared Value.	Yards.	Declared Value.	Declared Value.	Pounds Weight.	Declared Value.	
Turkey	23,727,096	482,438	9,425,139	288,230	2,297	3,527,538	180,225	955,190
Syria and Palestine	5,140	330	-	-	-	-	-	330
Egypt	5,559,900	107,125	693,240	23,907	349	660,700	41,372	172,065
Tripoli, Tunis, Algiers, and Morocco	2,928,580	41,552	255,009	4,892	407	-	-	46,851
Western Coast of Africa	607,843	15,785	4,365,569	119,540	391	-	-	156,109
Cape of Good Hope	2,295,945	54,507	3,136,935	80,483	9,389	9,514	899	145,338
St. Helena	18,816	519	5,326	141	19	-	-	679
Mauritius	3,053,808	78,395	2,237,689	73,556	7,749	10,400	468	160,168
East India Company's territories and Ceylon	46,366,175	1,040,018	17,847,458	488,331	30,444	8,478,021	602,295	2,169,986
Sumatra, Java, and other Islands of the Indian Sea	5,952,848	144,962	2,620,300	97,620	5,931	127,620	7,838	256,371
Philippine Islands	475,370	10,075	615,421	17,695	1,115	-	-	18,883
China	8,519,545	193,075	2,445,178	75,300	1,012	1,873,965	103,908	377,298
New South Wales, Van Diemen's Land, and other Australian Settlements	1,275,548	56,561	1,355,325	44,889	15,809	15,625	781	98,040
British North American Colonies	6,519,864	161,392	7,950,885	232,001	39,068	260,732	14,507	436,768
British West Indies	19,695,492	417,580	17,998,452	465,449	45,812	55,949	4,487	931,328
Havti	1,246,463	28,421	1,612,597	55,870	2,731	-	-	84,442
Cuba and other Foreign West Indian Colonies	6,798,703	148,024	11,966,502	295,865	11,608	6,250	309	455,806
United States of America	5,471,788	187,585	12,010,067	407,227	117,572	219,712	15,559	725,753
States of Central and South America: viz.								
Mexico	2,715,901	55,651	4,227,065	145,805	15,339	2,654,867	144,489	357,581
Columbia	1,436,553	32,630	2,675,164	58,156	4,085	188,295	12,488	107,359
Brazil	25,387,191	436,192	25,380,447	591,258	36,987	-	-	1,014,455
States of the Rio de la Plata	10,923,196	307,714	9,260,258	237,577	18,318	5,734	364	464,473
Chili	7,825,718	150,492	9,536,806	240,367	18,317	-	-	408,576
Peru	3,656,774	86,015	5,941,351	165,804	14,500	-	-	268,117
Isles of Guernsey, Jersey, Alderney, Man, &c.	835,704	38,973	159,560	4,334	21,323	7,255	376	65,008
Totals	286,164,256	6,085,789	345,309,407	6,642,200	912,192	103,455,138	6,555,942	20,596,125

Statement of the Consumption, Exportation, &c. of the different Sorts of Cotton Wool, in and from Great Britain, in different Years, from 1816 to 1839, both inclusive.

Average weekly consumption.	1816.	1820.	1825.	1830.	1835.	1836.	1837.	1838.	1839.
Upland	-	2,918	3,713	5,452	5,896	4,787	4,438	5,505	5,464
Orleans and Alabama Sea-land	990	1,122	2,442	4,756	7,823	9,204	10,225	11,748	9,918
		409	360	460	554	879	810	817	285
Total United States	4,036	4,519	6,515	10,668	14,073	14,270	14,971	17,564	15,644
Brazil	1,589	2,408	2,592	3,692	5,359	2,839	2,483	2,450	2,573
Egypt	-	-	891	308	446	644	779	781	548
East India	307	1,518	1,096	940	1,069	1,492	1,639	1,760	2,142
Demerara, West India, &c.	656	554	527	284	421	438	461	639	723
Total	6,488	8,979	11,531	16,002	18,248	19,452	20,333	23,204	21,430
Packages annually consumed	537,400	466,900	589,600	832,100	954,100	1,011,500	1,057,300	1,206,600	1,114,400
Average wt. of packages consumed, in lbs.	268	258	278	298	333	343	346	346	343
Weekly consumption in packages, average 343 lbs.	4,973	6,741	9,353	13,901	17,815	19,451	20,511	23,407	21,430
Average wt. of packages imported, in lbs.	256	249	270	300	331	342	347	350	348
Packages exported	29,300	28,400	72,800	33,400	102,800	105,900	123,400	108,500	117,500
Lbs. weight annually imported in millions and tenths	93.9	143.9	222.4	261.2	361.7	401.8	408.2	501.0	368.6
Lbs. wt. consumed, do.	88.7	120.8	166.8	247.6	318.1	347.4	365.7	416.7	361.7
Lbs. weight in ports, do.	19.2	110.5	107.0	91.4	73.5	92.0	82.1	110.1	98.8
Lbs. weight in Great Britain	-	127.0	115.5	118.8	89.6	116.8	115.6	160.9	125.8
Average price per lb. of uplands in Liverpool	18½d.	11½d.	11.6d.	6.9d.	10½d.	9.85d.	7d.	7d.	7.875
Do. do. Pernambuco	26d.	15½d.	15.1d.	8½d.	14½d.	12.85d.	9½d.	9.375d.	10d.
Do. do. Surats	15½d.	8½d.	8.2d.	5d.	7½d.	6½d.	4.85d.	5d.	5½d.

N. B. Messrs. Holt and Co. estimate the average weight of the packages imported in 1839 at 330 lbs. per bag Upland; 411 lbs. Orleans and Alabama; 325 lbs. Sea-land; 173 lbs. Brazil; 215 lbs. Egyptian; 264 lbs. East Indian; and 164 lbs. West Indian.

CURRANTS. — The exorbitant duty of 4*s.* 4*d.* a cwt. on currants was reduced, in 1834, to half that amount, or to 2*s.* 2*d.* a cwt. — (4 & 5 Will. 4. c. 89. § 15.) But this reduction, considerable as it is, is not enough. The duty ought not to exceed 10*s.*, or at most 12*s.* The price of currants in bond usually varies from 20*s.* to 25*s.*; so that the duty, as fixed by the 4 and 5 Will. 4. c. 89., is equal to about 100 per cent. *ad valorem*. But such a duty is obviously oppressive; the more especially as currants, if low-priced, would be largely consumed by all classes in this country; and as they form the principal equivalent the inhabitants of the Ionian Islands and of the Morea have to offer in exchange for foreign products. We are satisfied, too, that had the duty been reduced to 10*s.* a cwt., it would, in a few years, have yielded more revenue than it will

ever yield at its present rate. Such a reduction would have brought currants within the command of a much greater number of persons and, would, in fact, have gone far to render them an article of general consumption; whereas, the duty of 22s. 2d. will still confine their use to the wealthier classes.

It has been said, that a reduction of the duty from 44s. 4d. to 10s. a cwt. would not have made a corresponding reduction in the price of the article; and that the measure would have redounded more to the advantage of the growers of currants than of the consumers in this country. That such might have been in some degree the case, at the outset, we admit; but the greater advantages derived by the raisers of currants would have made them be produced in much larger quantities, so that at no distant period we should have reaped the full advantage of the reduction in the rate of duty, at the same time that our trade with the Ionian Islands and the Morea would have been increased proportionally to the increase in the imports of currants. However, we are grateful for what has been done; and it may be fairly presumed that the beneficial effect of the reductions already made will lead to others on a still greater scale.

CUSTOMS.

An Account of the Gross and Nett Amount of Duty received at each Custom-House of the U. Kingdom, during the Year ending 5th January, 1838, compared with similar Receipts during the preceding Year. —(Board of Trade Papers, VII. p. 22.)

Ports.	Gross Receipt in 1836.	Gross Receipt in 1837.	Nett Receipt in 1836.		Nett Receipt in 1837.	
			Exhibiting Produce, deducting Repayment of Trade Vouchers, Office Expenses, &c.			
	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>s. d.</i>	<i>L. s. d.</i>	<i>s. d.</i>
ENGLAND.						
London	12,156,279 14 6	11,188,036 8 11	11,088,307 8 6		10,190,006 8 4	
Aberystwith	1,637 18 3	1,607 19 4	633 11 0			
Aldbro'	135 15 2	32 7 4				
Arundel	2,405 6 2	1,990 5 5				
Barnstaple	12,903 18 7	10,480 2 6	10,125 10 8		8,923 18 1	
Beaumaris	3,320 16 5	3,527 4 5			3,734 0 10	
Berwick	7,851 6 8	10,678 8 10			2,337 3 4	
Bideford	3,663 19 11	6,490 19 9	960 15 5			
Blackney and Clay	1,222 2 6	1,352 12 2				
Boston	10,535 6 2	17,265 7 8	6,171 19 7		12,979 10 8	
Bridgewater	8,389 3 9	9,904 7 8	6,627 14 9		8,134 11 3	
Bridlington	51 19 1	150 13 0				
Bridport	5,821 9 9	6,397 7 6	2,617 9 2		5,880 16 8	
Bristol	1,112,812 9 0	1,154,817 11 0	1,073,099 11 11		1,114,291 8 5 7	
Cardiff	7,650 8 11	10,843 6 5	5,927 10 7		9,101 17 11	
Cardigan	869 17 6	2,432 5 6			652 13 2	
Cardle	51,003 15 10	27,433 1 8	29,771 0 8		26,112 18 5	
Chepstow	617 6 9	1,003 5 6	6 9 0		514 12 8	
Chester	68,334 9 7	82,157 13 3	67,008 3 0		80,788 17 1	
Chichester	1,031 13 1	971 8 6				
Colchester	16,807 3 7	17,548 8 0	12,335 1 5		12,992 4 8	
Cowes	2,101 17 7	2,439 12 7				
Dartmouth	3,155 12 3	5,422 6 9				
Deal	120 19 8	621 0 5				
Dover	42,437 11 7	33,101 17 10	18,798 2 11		11,882 15 10	
Exeter	79,897 8 2	82,323 15 8	69,569 18 9		72,063 5 9	
Falmouth	25,524 3 0	22,853 9 5	11,325 18 10		10,515 7 2	
Feverham	3,679 9 5	3,185 14 3				
Fowey	25,549 2 10	8,882 0 10	5,017 8 0			
Gloucester	166,197 1 2	132,279 9 1	160,095 11 3		126,538 17 11	
Gosport	60,317 8 2	77,033 1 6	58,639 12 9		75,291 11 8	
Grimsby	11,633 2 3	10,927 12 11	5,940 15 9		4,347 1 4	
Gweek	25,980 16 6	2,828 4 8	7,827 11 3			
Harwich	1,078 1 2	2,251 17 6				
Hull	801,628 12 10	741,960 17 10	768,448 11 7		705,300 1 4	
Ifracombe	104 7 5	376 0 2				
Ipwich	37,881 17 6	36,871 9 2	35,936 16 10		34,837 14 6	
Lancaster	42,513 17 3	40,631 12 11	38,226 16 1		36,169 11 9	
Llanelli	1,834 7 2	2,844 10 4	407 17 0		1,266 5 3	
Liverpool	4,450,426 5 6	4,351,496 6 8	4,224,798 6 2		4,136,624 3 1	
Lyme	1,467 19 10	1,795 15 6				
Lynn	52,470 16 10	59,518 9 2	48,483 16 2		55,502 1 11	
Maldon	5,152 4 11	5,131 19 1				
Milford	4,073 4 2	4,989 9 2				
Newcastle	307,274 19 3	415,726 17 0	293,087 7 7		296,233 3 6	
Newhaven	15,260 13 9	15,506 11 2	3,707 0 8		4,027 16 1	
Newport	11,183 4 2	13,553 2 0	10,270 8 9		12,563 19 5	
Padstow	1,410 5 5	1,913 10 2				
Penzance	30,558 11 11	16,848 8 10	8,291 0 8			
Plymouth	103,425 7 4	105,435 3 5	78,066 8 8		80,896 2 9	
Poole	12,000 17 11	10,304 11 4	1,843 9 2			
Portsmouth	46,873 1 2	47,259 3 4	27,313 6 11		25,436 12 10	
Ramsgate	10,262 17 1	9,972 16 7				
Rochester	17,096 13 11	20,478 7 8			1,181 19 3	
Rye	8,564 15 4	7,394 17 11				
St. Ives	4,521 11 5	4,701 18 1			496 10 11	
Scarborough	2,139 8 10	2,117 2 0			195 10 6	
Scilly	82 4 8	134 2 6				
Shoreham	22,920 10 9	20,701 1 1	11,290 9 4		9,507 10 0	
Southampton	49,139 17 1	45,427 9 7	30,126 9 7		24,925 4 4	
Southwold	22 7 5	249 5 2				
Stockton	54,497 17 4	61,515 13 1	49,765 8 8		56,598 13 2	
Sunderland	78,126 15 8	86,912 2 6	71,637 3 9		80,072 4 1	
Swansea	3,448 13 10	4,879 14 4			1,173 19 5	
Truro	45,562 13 7	25,469 3 0	18,381 14 2		703 0 7	
Wells	252 13 10	877 3 9				
Weymouth	13,120 0 8	11,384 3 11				
Whitchy	1,106 11 11	1,487 3 4				
Whitehaven	88,291 9 11	100,628 16 7	83,550 9 6		95,895 0 8	
Wisbeach	8,917 15 5	6,728 2 2	7,624 11 0		5,549 16 0	
Woodbridge	2,001 9 10	5,280 14 11			1,212 13 8	
Yarmouth	63,783 7 9	66,159 10 3	50,713 15 4		52,711 18 5	
Douglas	24,429 6 6	28,606 18 7	15,564 1 8		18,944 16 1	
Total of England	20,227,657 11 9	19,321,324 15 2	18,390,550 19 5		17,471,469 10 5	
SCOTLAND.						
Aberdeen	58,673 9 4	65,330 6 11	50,084 2 7		56,767 4 9	
AJT	1,318 2 8	1,037 13 2	385 1 8		68 3 7	

Customs — continued.

Ports.	Gross Receipt in 1836.	Gross Receipt in 1837.	Nett Receipt in 1836.	Nett Receipt in 1837.
			Exhibiting Produce, deducting Repayment of Trade Vouchers, Office Expenses, &c.	
	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>
SCOTLAND.				
Banff	870 15 9	1,164 1 9		
Borrowsburgh	3,232 11 1	3,102 18 0	1,534 4 6	1,591 7 2
Campheltown	389 17 11	602 13 4		
Dumfries	4,218 5 2	7,928 17 11	646 10 4	4,517 8 2
Dundee	70,982 5 3	76,189 15 8	63,954 9 11	69,161 8 6
Glasgow	289,702 2 10	294,152 9 8	275,595 18 0	272,086 2 7
Grangemouth	35,728 14 1	30,367 19 1	25,050 13 9	27,589 0 9
Greenock	374,467 14 0	280,795 13 1	285,206 0 1	278,485 19 1
Inverness	1,095 17 0	3,291 1 9		
Irvine	2,585 14 2	2,778 0 9	725 2 3	898 15 10
Kirkcaldy	7,561 12 4	4,191 17 9	3,289 8 11	98 13 8
Kirkwall	651 19 1	814 10 11		
Leith	514,974 3 5	525,402 19 3	595,145 6 2	491,892 4 10
Lerwick	632 19 11	536 0 5		
Montrose	24,575 9 2	35,217 13 1	19,294 1 11	27,796 0 4
Port Glasgow	104,292 6 6	94,161 14 4	90,215 17 5	87,440 9 5
Stornoway	167 9 1	434 16 4		
Stranraer	190 2 9	492 1 1		
Wick	957 16 1	698 18 7		
Total of Scotland	1,587,489 7 7	1,626,291 19 10	1,288,170 4 1	1,402,920 6 8
IRELAND.				
Baltimore	1,408 5 0	1,078 2 2		
Belfast	366,718 5 4	324,869 17 1	335,414 8 0	295,770 9 1
Coleraine	4,689 17 3	5,784 11 7		
Cork	250,904 2 9	221,410 15 3	196,854 11 10	186,013 14 5
Drughda	15,382 13 3	15,103 11 4	9,660 0 7	9,335 6 2
Dublin	898,650 5 1	859,758 12 6	838,555 7 2	758,544 12 0
Dundalk	4,514 5 10	15,058 16 8	161 6 11	10,862 13 0
Galway	31,769 3 5	28,641 4 6	21,554 15 10	18,483 7 5
Limerick	146,222 17 2	141,174 10 9	136,290 15 1	130,928 2 5
Londonderry	99,652 3 7	100,457 4 1	85,520 18 0	86,158 2 5
Newry	58,806 2 6	49,292 0 10	48,867 14 6	35,191 16 3
Sligo	35,863 18 2	32,120 4 6	19,385 3 8	15,645 3 8
Waterford	137,126 7 9	145,629 19 11	124,706 13 4	135,901 19 5
Westport	577 8 4	1,778 11 2		
Wexford	6,306 10 9	6,049 0 11		
Total of Ireland	2,036,572 5 9	1,945,849 5 2	1,770,020 6 3	20,556,552 4 8

ABSTRACT OF THE ABOVE ACCOUNT.

Countries.	Gross Receipt in 1836.	Gross Receipt in 1837.	Nett Receipt in 1836.	Nett Receipt in 1837.
			Exhibiting Produce, deducting Repayment of Trade Vouchers, Office Expenses, &c.	
	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>
England	20,527,657 11 9	19,521,324 15 2	18,820,550 19 5	17,471,469 10 3
Scotland	1,587,489 7 7	1,626,291 19 10	1,288,170 4 1	1,402,920 6 8
Ireland	2,036,572 5 9	1,945,849 5 2	1,770,020 6 3	1,682,169 7 9
Grand totals	23,961,719 5 1	22,893,466 18 3	21,448,741 9 9	20,556,559 4 8

DANUBE (NAVIGATION OF). See GALACE.

DERELICT, FLOTSAM, JETSAM, AND LAGAN. — It was enacted by the 3 & 4 Will. 4. c. 52. (see *Dict.* p. 662. at top), that such foreign goods derelict, jetsam, and flotsam, as could not be sold for the amount of the duties, were to be deemed unenumerated goods, and charged with duty accordingly. But this proviso has been repealed; and the Commissioners of Customs are authorised to inquire into the extent to which such goods shall have been damaged, and to make such abatement of the duties as may appear just and reasonable. — (6 & 7 Will. 4. c. 60. § 3.)

It is further enacted, that goods found derelict, or under the denomination of flotsam, jetsam, &c. shall, if not claimed within 12 months, be deemed condemned as droits of Admiralty. — (§ 7.)

DOCK DUES (LIVERPOOL). — Some very important reductions were effected by an order of the Committee of the Liverpool Docks, dated the 6th September 1836, in the charges on account of ships and goods in these docks. The revised charges are embodied in the article Docks (LIVERPOOL) in this impression of the dictionary; but the Order referred to is subjoined, that the proprietors of former impressions may not want the important information it contains.

The Committee for the affairs of the Liverpool Docks, having taken into consideration the rates and duties now payable upon several articles of merchandise imported and exported to and from the port of Liverpool; and also the rates and duties now payable upon the tonnage of vessels; and also the rates and duties now payable in support of the lighthouses and floating light, have

Resolved and ordered, —
1. That the collector or receiver of the dock rates and duties be authorised to take and collect from the importers and exporters of the several articles of merchandise, particularised and set forth in the schedule hereto annexed (see Dictionary,

pp. 506—511.), the several rates and duties hereinafter mentioned, in lieu of the several rates and duties now payable on such articles of merchandise, viz.: —
Cotton from India, 2d. per 100 lbs. weight, inwards.
Jute, 1s. 4d. per ton, inwards.

Nuts, 3d. per bushel, inwards.
 Oranges and lemons, 2d. per chest or case, and 1d. per box, inwards.
 Soap, 1s. 6d. per ton, inwards.
 Silk, raw or thrown, 1s. per 100 lbs. weight, inwards.
 Silk, waste, 4d. per 100 lbs. weight, inwards.
 Tar, 1½d. per barrel, inwards.
 Muskets or guns, 3d. per case, outwards.
 2. That the collector or receiver of the dock rates and duties be authorised to continue to take and collect from the importers and exporters of all goods, wares, and merchandise (including the rates and duties in the before-mentioned schedule, and excepting goods, wares, and merchandise brought coastwise or from Ireland,) a rate and duty not exceeding two-thirds of the rates and duties now payable on all such goods, wares, and merchandise.
 3. That the collector or receiver of the dock rates and duties be authorised not to charge and collect any rates or duties upon goods, wares, and merchandise imported coastwise from any ports or places in the United Kingdom of Great Britain and Ireland, including the islands of Jersey, Guernsey, Alderney, Sark, and Man.
 4. That the collector or receiver of the dock rates and duties be authorised to take and collect the several rates and duties upon the tonnage burthen of vessels hereinafter mentioned, in lieu of the rates and duties now payable thereon:—
Tonnage Duties to be charged for certain classes of Vessels.
Class 1st. Between the Mull of Galloway and St. David's Head, including the isles of Man and Anglesea, the sum of 2½d. per ton.
Class 2d. Between the Mull of Galloway and Duncan's Bay Head, including the Orkney Isles, and all the islands on the western coast of Scotland, and between St. David's Head and the Land's End, including the Scilly Islands, and the east coast of Ireland, from Cape Clear to Malling Head, the sum of 3½d. per ton.
Class 3d. All parts of the east and southern coasts of Great Britain, between Duncan's Bay Head and the Land's End, including the islands of Shetland, and all parts of the west coast of Ireland, from Cape Clear to Malling Head, including the islands on that coast, the sum of 5½d. per ton.
Class 4th. All parts of Europe to the northward of Cape Finisterre, and to the westward of the North Cape, and without the Cattegat and Baltic Sea, and including the islands of Guernsey, Jersey, Alderney, Sark, the Faro Isles, and Iceland, the sum of 5d. per ton.
Class 5th. All parts within the Cattegat and Baltic, including the whole of Sweden, the White Sea, and all parts to the eastward of the North Cape, all parts in Europe to the southward of Cape Finisterre, without the Mediterranean, Newfoundland, Greenland, Davis's Straits, Canaries, Western Islands, Madeira, and Azores, the sum of 1s. per ton.
Class 6th. All parts on the east coast of North America, the West Indies, the east coast of South America, to the northward of Rio la Plata inclusive; all parts of the west coast of

Africa, and islands, to the northward of the Cape of Good Hope, and all parts within the Mediterranean, including the Adriatic, the Black Sea, and Archipelago, the islands of St. Helena, Ascension, and the Cape de Verd Islands, the sum of 1s. 6d. per ton.

Class 7th. All parts in South America, to the southward of the Rio la Plata, in the Pacific Ocean, in Africa and Asia, to the eastward of the Cape of Good Hope, the sum of 2s. 3d. per ton.

It is further ordered—

That the collector or receiver of the dock rates and duties be authorised to continue to demand, levy, and collect, in lieu of the rates and duties now payable in support of the lighthouses and floating light, of and from all ships, and vessels entering into, and sailing out of, the port of Liverpool, the rates and duties in the following schedules, viz.:—

Lighthouse Duties.—For every ship, or other vessel, trading or sailing to or from the port of Liverpool and St. David's Head, or Cardisle, or to any other port or place between Liverpool and St. David's Head, or Cardisle, the sum of ½d. per ton.

And for every ship or other vessel trading or sailing to or from the said port of Liverpool, and any other port or place in Great Britain and Ireland, or the adjacent islands, not hereinabove named, the sum of ½d. per ton.

And for every such ship or other vessel, trading or sailing to or from the said port of Liverpool, and any other port or place not being within the kingdom of Great Britain and Ireland, or the adjacent islands, the sum of 1d. per ton.

Floating-light Duties.—All vessels sailing to or from Liverpool to any port or place between Duncan's Bay Head and the Land's End, on the west side of Great Britain, and between Malling Head and Cape Clear, on the east side of Ireland, 1-5d. per ton.

All vessels sailing to or from Liverpool to any port or place between Duncan's Bay Head and the Land's End, on the east and southern coast of Great Britain, and between Malling Head and Cape Clear, on the west coast of Ireland, ½d. per ton.

All vessels sailing to or from Liverpool to any port or place not being within the United Kingdom of Great Britain and Ireland, or the adjacent islands, to the northward of the Cape of Good Hope, and the northward of Cape Horn, ½d. per ton.

All vessels sailing to or from Liverpool to any port or place to the eastward of the Cape of Good Hope, and the westward of Cape Horn, 1d. per ton.

And lastly,

That the rates and duties so to be collected and taken as aforesaid, shall be so charged upon all vessels arriving in the port of Liverpool after the 30th day of September instant, 1836; but that such alterations and reductions shall not be, or be considered, as a relinquishment or abandonment of the right of the trustees of the Liverpool docks to revive, at any time hereafter, the full amount, or any part of the rates and duties now payable on such goods, wares, and merchandise, and upon the tonnage of ships and vessels, and also in support of the lighthouses and floating light.

EAST INDIAN FINANCE.

Abstract View of the Revenues and Charges of India for the Years 1831-32, 1832-33, 1833-34, and (by estimate) 1834-35.

	Revenue.					Charge.			
	1831-32.	1832-33.	1833-34.	1834-35.		1831-32.	1832-33.	1833-34.	1834-35.
Bengal	9,474,084	9,487,778	8,844,211	5,445,100	Bengal	7,535,170	7,687,228	7,018,449	6,749,293
Agra	-	-	-	3,637,000	Agra	-	-	-	581,800
Madras	3,222,153	3,969,956	3,525,233	3,301,982	Madras	3,239,861	3,174,547	3,258,598	3,076,404
Bombay	1,401,516	1,497,506	1,500,691	1,605,782	Bombay	2,060,498	2,124,710	1,968,045	1,905,749
Total revenues of India	14,196,155	15,955,642	15,680,165	13,908,764	Total charges in India	12,834,929	12,896,285	12,845,489	12,313,246
					Charge on account of St. Helena	94,152	95,553	91,641	10,986
					Charge on account of India in England	1,476,655	1,227,536	1,293,637	2,102,863
					Total charges of India	14,405,736	14,219,374	13,680,767	14,487,100
Deficiency of ordinary revenue	207,581	264,592	-	578,336	Surplus of ordinary revenue	-	-	49,398	-
	14,405,736	14,219,374	13,680,165	14,487,100		14,405,736	14,219,374	13,680,165	14,487,100

N. B. The Company realised in 1834-35 the sum of 10,679,923*l.* by the sale of commercial assets. The debts of the Company in India on the 30th of April, 1834, amounted to 35,463,483*l.*, bearing an interest of 1,754,543*l.* a year.—(*Parl. Paper*, No. 280. Res. 1826.)

EMIGRANTS.—It will be seen from the subjoined accounts, that the number of emigrants to Canada and the United States was very decidedly greater in 1831 and 1832 than in either of the 2 preceding or 2 following years. The falling off in 1833 seems to have been mainly a consequence of the alarms occasioned by the breaking out of cholera during the previous year, in a very aggravated state, in some of the emigrant ships, and at Quebec. This circumstance had less influence in 1834, and the emigration for that year was considerably greater; but it has since fallen off, particularly to Canada, partly because a higher price is demanded for government land in Canada than for public land in the United States, and partly and principally because of the late outbreak in Canada, and the unsettled state of the country.

Account of the number of Emigrants, specifying the Countries whence they came, and the Numbers from each, that arrived at Quebec during the Seven Years ending with 1835. — (*Parl. Paper*, No. 76. Sess. 1836.)

Where from.	1829.	1830.	1831.	1832.	1833.	1834.	1835.
England & Wales	3,565	6,799	10,543	17,481	5,198	6,799	3,067
Ireland	-	9,614	18,300	34,133	28,204	12,013	19,104
Scotland	-	2,643	2,450	5,354	5,500	4,196	2,591
Hamburg and Gibraltar	-	-	-	15	-	-	-
Nova Scotia, West- foundland, New Indies, &c. &c.	125	451	424	546	345	339	225
	15,945	28,000	50,254	51,746	21,752	50,935	12,927
Grand Total	211,159						

Account of the Number of Emigrants arrived at New York from the United Kingdom, separating between those from England, Scotland, and Ireland, during the Seven Years ending with 1835. — (*Parl. Paper*, *ut supra*.)

Year.	Eng- land.	Ire- land.	Scot- land.	Total.
1829	8,110	2,443	948	11,501
1830	16,350	3,497	1,584	21,431
1831	15,808	6,721	2,078	24,607
1832	18,947	6,050	3,486	28,483
1833	-	-	-	16,100
1834	-	-	-	25,549
1835	-	-	-	16,749
Grand Total	143,213			

Return of the Number of Emigrants from the United Kingdom in 1839, specifying the Colonies and Countries for which they cleared out, and the Numbers that cleared out for each. — (*Parl. Paper*, No. 113. Sess. 1840.)

	North American Colonies.	United States.	Cape of Good Hope.	Australian Colonies.	Total.
England	2,251	30,142	221	11,845	44,459
Scotland	1,418	561	6	2,238	4,213
Ireland	2,989	2,943	-	1,703	15,535
United Kingdom	12,658	35,536	227	15,786	62,207

Passenger Acts — Policy of. — It appears from the above statement that, during 1839, no fewer than 62,207 voluntary emigrants left the United Kingdom; 46,194 being destined for America, and 16,013 for the Australian colonies and the Cape of Good Hope. Such being the extent to which emigration is carried, the propriety, or rather necessity, of enacting some general regulations, with respect to the conveyance of emigrants to their destination, must be obvious to every one at all acquainted with the subject. The greater number of emigrants are in humble life; few among them know any thing of ships, or of the precautions necessary to insure a safe and comfortable voyage; they are, also, for the most part poor, and exceedingly anxious to economise, so that they seldom hesitate to embark in any ship, however unfit for the conveyance of passengers, or inadequately supplied with provisions, provided it be cheap. Unprincipled masters and owners have not been slow to take advantage of this; and in order to prevent the frauds that have been, and that would be, practised on the unwary, it has been found indispensable to lay down some general regulations as to the number of passengers to be taken on board ships as compared with their tonnage, the quantity of water and provisions as compared with the passengers, &c. But this is no very easy task. If the limitations be too strict, that is, if comparatively few passengers may be carried, or if the stock of provisions to be put on board be either unnecessarily large or expensive, the cost of emigration is proportionally enhanced; and an artificial and serious impediment is thrown in the way of what ought to be made as easy as possible, consistent with security. But, on the other hand, if too many passengers be allowed, their health is liable to suffer; and should the supply of provisions be inadequate, or the quality bad, the most serious consequences may ensue. The Passage Act (6 G. 4. c. 116.) obliged too great a quantity of expensive provisions to be put on board, and was, in consequence, objected to by emigrants as well as shippers. The act, 9 G. 4. c. 21. (*Dict.* p. 880.) avoided this error; but it, too, was defective, inasmuch as it made no provision with respect to the sufficiency of the ship, the having a surgeon or other properly qualified medical person on board ships carrying a certain number of passengers, and in other particulars.

These deficiencies have been in part supplied by the act of 1835 (5 & 6 W. 4. c. 53.), of which a full abstract is subjoined. But we doubt whether even it will completely answer the end in view. During 1834 no fewer than 17 ships, with passengers on board, bound for Quebec, were wrecked on the passage; 731 emigrants losing their lives in consequence, while many more lost most part of their property, and were reduced to the greatest difficulties. These losses principally took place in the gulf and river of St. Lawrence; but we should err if we ascribed them entirely, or principally even, to the difficulty of the navigation. Emigrants to Quebec are mostly taken out in ships engaged in the timber trade; and it is well known that, speaking generally, these are a very inferior class; it being the usual practice to turn worn-out ships, unfit to carry dry cargoes, into this department. Most part of the catastrophes alluded to may, we are assured, be ascribed to this circumstance, and to the misconduct of the masters and crews. We doubt whether the clause (7th) in the present act as to the sea-worthiness of the ship will be sufficient to obviate the disasters arising from the use of improper vessels. And we incline to think that, in addition to what is stated in the act, it should

be further provided that all British ships, not standing in the class A. or the class B. of the new register (see *post*), should be prohibited from undertaking to carry passengers; and that either some similar regulation should be adopted with respect to foreign ships, or that they should be prohibited from clearing out with passengers, unless reported as sea-worthy and suitable for their conveyance by government surveyors appointed for that purpose. There can be no question as to its being the bounden duty of government to take every reasonable precaution for obviating shipwreck. And, even if higher considerations did not make an effectual interference imperative, it is pretty certain that the check given to emigration to Canada, by the shipwrecks and destruction of life that have recently taken place, is much greater than any that could be given by the trifling addition that the adoption of some such plan as has now been suggested would make to its cost.

The subjecting of captains of ships to an examination, and the exclusion of spirits (see art. SHIRTS in this Supplement), would go far to obviate the other causes of loss. The absolute prohibition of ardent spirits in emigrant ships, except as a medicine, has been strongly recommended by Mr. Buchanan, the agent for emigrants in Canada. This recommendation should, we think, be adopted. It is partially, indeed, carried into effect by the 10th clause of the subjoined act. But the better way would be, not to allow any spirits of any sort to be taken on board ships conveying emigrants, except a few gallons to be used as a cordial, in case it should be recommended by the doctor. If more than this be allowed, it will afford facilities for the clandestine introduction of a still greater quantity; and cannot be otherwise than injurious.

The new act does not make it imperative on ships conveying passengers to America to have a surgeon on board; and, perhaps, when bound for New York, he may not be required. But the voyage to Quebec is often very tedious; and much suffering and loss of life have frequently arisen from no medical officer being on board emigrant ships destined for that port.

It has been said, that if we lay restrictions on the conveyance of emigrants to Quebec, it will make New York the great landing port, and throw the business of their conveyance entirely into the hands of the Americans. But the regulations enforced in the subjoined act, and those we have suggested, apply equally to both parties. And it is, besides, true that a continuance of the old system, attended as it, no doubt, would have been by a repetition of the most appalling disasters, would have had the very effect falsely ascribed to judicious regulations. It would have prevented any one not compelled by necessity—who was not, in fact, a beggar—from sailing in a vessel bound for Quebec. We subjoin the new act:—

Repeal, &c.—The act 9 Geo. 4. c. 21. directed to be repealed.—§ 1.

No Ship to sail with more than Three Persons on board for every Five Tons.—No ship carrying passengers from any port or place in the U. K., or in Guernsey, Jersey, Alderney, Sark, or Man, on any voyage for any port or place out of Europe, and not within the Mediterranean, shall proceed on her voyage with more than 3 persons on board for every 5 tons of the registered burden of such ship, the master and crew being included in, and forming part of, such prescribed number; and no ship, having more than one deck, shall carry any passengers upon any such voyage, unless she be of the height of 5½ feet at least between decks; and no ship, having only one deck, shall carry any passengers upon any such voyage, unless a platform be laid beneath such deck, so as to afford a space of the height of at least 5½ feet, and no ship shall have more than 2 tiers of berths; and no ship having 2 tiers of berths, shall carry any passengers, on any such voyage, unless there be an interval of 6 inches, at least, between the deck or platform and the floor of the lower tier, throughout the whole extent thereof; provided, that whatever be the tonnage of the ship, no greater number of persons shall be taken on board, as passengers, than shall be after the rate of one person for every 10 superficial feet of the lower deck or platform unoccupied by goods or stores, not being the personal luggage of such persons, if such ship shall not have to pass the line on her voyage, or after the rate of one such person for every 15 clear superficial feet, if such ship have to pass the line.—§ 2.

Quantity of Water and Provisions to be carried by Vessels with Passengers.—No ship carrying passengers on any voyage, as aforesaid, shall be cleared out for such voyage from any port in the U. K., or in the islands of Guernsey, Jersey, &c., unless there be actually laden on and board such ship good and wholesome provisions for the use and consumption of the said passengers, over and above the victualling of the crew, to the amount or in the proportion following; viz. a supply of 5 gallons of pure water to every week of the computed voyage for every passenger on board such ship, such water being carried in tanks or sweet casks, and a supply of 7 lbs. weight of bread, biscuit, oatmeal, or bread stuff, to every week of the computed voyage for every passenger; provided, that to the extent of one third of such supply, and no more, 7 lbs. weight of potatoes may be held to be equivalent to 1 lb. weight of bread, biscuit, oatmeal, or bread stuff, in the supply of any ship bound to any place in North America; provided, that when any ship shall be destined to call at a port or place in the course of her voyage, for the purpose of filling up her water, a supply of water, at the rate before mentioned, for every week of the computed voyage to such port or place of calling, shall be deemed to be a compliance with the provisions of this act.—§ 3.

Number of Weeks requisite for Voyage of Vessel.—The number of weeks deemed to be necessary for the voyage of any such ship, according to her destination, shall be determined by the following rule of computation; viz.

For a voyage to North America, 10 weeks.

— South America, on the Atlantic Ocean, or to the West Coast of Africa, 12 weeks.

— to the Cape of Good Hope, 15 weeks.

— to the Mauritius, 18 weeks.

Any other voyage, 24 weeks.—§ 4.

Officers to examine Provisions and Water before Departure of Vessel.—Before any such ship shall be cleared out, the officers of customs shall survey, or cause to be surveyed by some competent person, the provisions and water before required for the consumption of the passengers, and ascertain that the same

are sweet and good, and shall also ascertain that, over and above the same, there is on board an ample supply of water and stores for the victualling of the crew of the ship; and such officers shall also ascertain that the directions herein contained, in respect of the situations of berths, have been complied with. — § 5.

Table of the Prices of Provisions to be sold on board. — The master of every such ship shall cause a table to be drawn up of the prices at which any provisions or stores, to be sold by any person on board to the passengers, during the voyage, are to be supplied; and a copy of the same, printed or written in a fair and legible manner, shall be affixed in some convenient and conspicuous place on board said ship, and the same shall be maintained for continual reference, as well during the period in which passengers shall be engaged, as during the whole of the voyage; and no higher prices than are stated in such table shall in any case be charged for such provisions or stores during the voyage: but nothing herein contained shall be construed as requiring the master of any ship to provide provisions or stores for the purpose of sale to passengers who have contracted to victual themselves during the voyage. — § 6.

Seaworthiness of the Ship may be ascertained by Survey. — If doubts arise whether any ship about to proceed with passengers, as aforesaid, is seaworthy, or fit for her intended voyage, and such doubts are not removed to the satisfaction of the collector and comptroller of customs at the port from which such vessel is to be cleared out, it shall be lawful for such collector and comptroller to cause such ship to be surveyed by 2 competent persons; and if it be reported by them, that such ship is not, in their opinion, seaworthy, with reference to such voyage, such ship shall not be cleared out, unless the contents of such report be disproved to the satisfaction of the commissioners of customs, or until the ship be rendered seaworthy. — § 7.

Copies or Abstracts of this Act to be kept on board. — Two copies of this act, or abstracts of the same, provided and issued by the commissioners of customs, and authenticated by the signature of the collector or comptroller of customs at the port of clearance, shall be delivered to the master, on demand, by the collector or comptroller at the time of clearance, and shall be kept on board every ship proceeding with passengers as aforesaid, and one of such copies or abstracts shall, upon request made to the master of the ship, be produced to any passenger for his perusal. — § 8.

A Medical Practitioner to sail with every ship carrying 100 Passengers. — No ship carrying passengers to any port or place as aforesaid, except in North America, if the number of passengers amount to or exceed 100, shall clear out from any port in the U. K., or in the islands of Guernsey, Jersey, &c., unless there be rated, and actually serving on board such ship, some person duly authorised to practise as a physician, surgeon, or apothecary, and no such ship shall put to sea, or proceed on such voyage, unless such medical practitioner be therein, and *bona fide* proceed on such voyage, taking with him a medicine chest, and a proper supply of medicines, instruments, and other things suitable to the intended voyage; and no ship carrying passengers under the provisions of this act shall clear out for any voyage as aforesaid, unless there be actually laden on board such ship medicines and other things necessary for the medical treatment of the passengers on board, during such intended voyage, and available for that purpose, nor unless such medicines and other things shall be adequate, in amount and kind, to the probable exigencies of any such voyage; and, together with such medicines and things, shall also be put on board every such ship, previously to her clearing out for such voyage, a certificate under the hands of 2 or more medical practitioners, to the effect that such medicines and things have been inspected by them, and are, in their judgment, adequate to meet any such probable exigencies. — § 9.

Ships carrying Passengers prohibited from exporting Spirits, &c. — No ship carrying passengers as aforesaid shall be cleared out if there be laden on board her, by way of stores, over and above the stores proper for the crew, any quantity of spirits or strong waters beyond one tenth part of such quantity as would, except for this restriction, be allowed by the officers of customs upon the victualling bill of such ship for the outward voyage only, according to the number of persons going the voyage. — § 10.

Master to deliver List of Passengers to Collector of Customs. — The master of every ship carrying passengers shall, before clearing out his ship, deliver to the collector or other principal officer of customs, at such port or place, a list in writing, together with a duplicate of the same, specifying, as accurately as may be, the name, age, profession, or occupation of every passenger on board such ship, with the name of the port or place at which he hath contracted to land each passenger; and such collector or other officer shall thereupon deliver to the said master a counterpart of such list signed by him; and the master shall exhibit this counterpart of his said list to the collector or other chief officer of customs at any port or place in H. M.'s possessions, or to H. M.'s consul at any foreign port, at which the said passengers, or any of them, shall be landed, and shall deposit the same with such collector or chief officer of customs, or such consul, at his final port of discharge in said possessions. — § 11.

Master not to land Passengers at Place not contracted for. — The master of a ship carrying passengers as aforesaid shall not, without his or her previous consent, land or put on shore any passenger at any port or place other than that at which he contracted to land or put such passenger on shore. — § 12.

How Children are to be computed. — For the purpose and within the meaning of this act, 2 children, each being under the age of 14 years, but above the age of 7 years, or 3 children, each being under the age of 7 years, shall in all cases be computed as one person only; and children under the age of 12 months shall not be included in the number of persons. — § 13.

Fines in case of Detention. — If any ship shall not actually put to sea and proceed upon any intended voyage on the day appointed for that purpose by any contract made by the owner, master, or charterer of such ship, or by their agent, with any passenger who shall on that day be on board the same, or ready to proceed on such intended voyage, then, and in every such case, the master of the ship shall pay to each and every passenger as shall have contracted to victual himself, a fine at the rate of 1s. for each day during which he or she shall be detained previously to the actual clearing out and final departure of the ship on the voyage, and the same may be recovered daily; and the master of such ship shall victual each and every passenger as shall have contracted to be victualled by the ship owner on and from the day so appointed: provided that no such fine shall be payable in respect of any detention of the vessel by stress of weather or other unavoidable cause. — § 14.

Passengers to be maintained for 48 Hours after their Arrival. — At the close of any voyage every person arriving as a passenger at any port or place shall, during the space of 48 hours after arrival, be entitled to continue on board such ship, and to be provided for and maintained on board in the same manner as during the voyage, unless it have been expressly stipulated between such passenger and the master of such ship, that such passenger shall not be entitled to such maintenance during the said 48 hours, or unless, in the ulterior prosecution of her voyage, the ship quit such port or place within the said 48 hours. — § 15.

Penalties in case of Infringement of the preceding Enactments. — If any ship carrying passengers on any voyage from the U. K., or the islands of Guernsey, Jersey, &c., to or for any port or place out of Europe, and not in the Mediterranean, shall carry any number of passengers exceeding by more than 1 person in 50 the proportion authorised and allowed by this present act; or if such ship shall not be of the height between decks before required; or if such a platform as before directed shall not be laid and continued throughout the whole duration of such voyage, in the manner before required; or if there be more than 2 tiers of berths; or if there be not throughout the whole duration of such voyage such an interval, as is before prescribed, between the deck and the floor of the lower tier of berths; or if such ship shall clear out and put to sea, not having on board such water and provisions as aforesaid, for the use and consumption of the passengers, of the kind, and to the amount, and in the proportion, before required; or if a table of the prices of provisions or stores be not exhibited as before required; or if any higher prices

than are named in such table shall be charged; or if there be not on board such vessel such medical practitioner as aforesaid, or such medicines and other things necessary to the medical treatment of the passengers, as is before required; or if such ship shall be cleared out before such list of passengers as before mentioned have been delivered in manner and form aforesaid to such officer as aforesaid; or if any such list be wilfully false; or if the copy or abstract of this act be not produced as before required; or if any passenger be not allowed to continue on board such ship as before provided; or if any passenger, without previous consent, be put on shore at any place other than that at which the master had contracted to land such passenger; the master of such ship shall, in respect of each and every such offence, be liable, on summary conviction, as is after mentioned, to the payment of a fine of not less than £1. nor more than 50*l*. sterling British money.—§ 16.

The Right of Action of Passengers not taken away or abridged.—Nothing herein contained shall take away or abridge any right of suit or action which may accrue to any passenger or other person, in respect of the breach or non-performance of any contract made or entered into between or on the behalf of such passenger or person, and the master or owners of such ship.—§ 17.

Prosecution and Recovery of Penalties.—These are to be sued for, proceeded with, and determined in the same manner and under the same conditions, as in the case of penalties under the smuggling acts (see *Dict.* p. 1662.), or the acts relating to the customs, or to trade or navigation. Provided, that in preferring and prosecuting indictments or informations under this act, the direction and consent of commissioners of customs shall not be required, any thing in such acts of parliament to the contrary notwithstanding.—§ 18.

Masters of Vessels to enter into Bond for the due Performance of Regulations.—Before any ship carrying passengers clear out from the U. K., or the islands of Guernsey, Jersey, &c., for any port or place out of Europe, and not in the Mediterranean, the master of said ship shall enter into a bond to H. M., with one good and sufficient surety, to be approved by the collector or chief officer of customs at the port of clearance, in the sum of 1,000*l*., the condition of which bond shall be, that the said ship is seaworthy, and that all the rules and regulations prescribed by this act for the carriage of passengers shall be well and truly performed before and during such intended voyage, and that all penalties, fines, and forfeitures, which the master of such ship may be sentenced or adjudged to pay in respect of the breach or non-performance of any such rules and regulations, shall be well and truly paid: provided that such bond shall be without stamps, and that no such bond shall be put in suit, and that no prosecution, suit, action, or information shall be brought by virtue of this act, or by reason of the breach of any of its provisions, in any of H. M.'s possessions abroad, after the expiration of 12 calendar months succeeding the commencement of any such voyage, nor in the U. K., or any of the islands before mentioned, after the expiration of 12 calendar months after the return of the master to the port whence he sailed on such voyage.—§ 19.

Exception of particular Ships.—Nothing in this act shall be construed to extend to ships carrying passengers in cases in which the number of persons, computed in manner before provided, shall not exceed 1 person for every 5 tons of the registered burden of such ship; nor shall any thing in this act extend to any ship in the service of the Lords of the Admiralty, of H. M.'s Postmaster General, or of the East India Company.—§ 20.

Bahamas, &c. deemed in South America.—The Bahama Islands, and all places in America southwards of the same, shall be deemed to be in South America for the purposes of this act.—§ 21.

FIGS.—The duty on figs has been reduced from 21*s*. 6*d*. to 15*s*. a cwt. Nearly the same may be said of this reduction as of that of the duty on currants. It is too trifling to have much effect on consumption; and there can, we apprehend, be little doubt that a duty of 10*s*. would, by stimulating the latter, be more productive of revenue than a duty of 15*s*.

FLAG.—Any of her Majesty's subjects hoisting the Union jack in their vessels, or any pendants, &c. usually worn in her Majesty's ships, or any flag, jack, pendant, or colours whatever in imitation of or resembling those of her Majesty, or any ensign or colours whatever other than those prescribed by proclamation, 1st January, 1801, shall forfeit for every such offence not more than 500*l*. (*sic in orig.*)—(4 & 5 Will. 4. c. 13. § 11.)

FUNDS (AMERICAN). We beg leave to lay before the reader the following statements with respect to the loans contracted by the different American states; they are taken from the *American Almanac* for 1840, and are the fullest and most comprehensive that we have seen.

The following tables show the total amount of stock issued and authorised to be issued by each of the eighteen states, which have resorted to this mode of raising money. Where the returns from the financial officer did not afford all the information which was desired, the state laws have been examined, to ascertain the extent of the authorised loans. The operations of many of the states have been so extensive and varied, that it is not an easy matter to get at the precise amount of stock issued and authorised to be issued. It is probable, however, that the aggregate amount of stock authorised by all the states is even greater than the amount stated in the tables.

Statement of the Amount of Stocks and Bonds issued, and authorised by Statute to be issued, by the several States named below, giving the Year in which each State commenced issuing Stock, the Object for which it was issued, and the Rate of Interest.

State.	Year.	For what Object issued.	Per cent.	Amount for each Object.	Total.
				<i>Dollars.</i>	<i>Dollars.</i>
Maine	1830	Insane hospitals, primary schools, bounty on wheat, and general expenditures	{ 5, 5½ } { 4 & 6 }	554,976-00	554,976-00
Massachus.	1837	Loans to railroads	5	4,290,000-00	4,290,000-00
N. York	1825	For canals	5	545,000-00	
		Ditto	5	11,968,674-41	
		Lent to Hudson and Delaware canal	5	800,000-00	
		Loans to railroads	4½ 5	3,787,700-00	
		To river navigation	5	10,000-00	
		General fund debt	5	586,532-43	
		Astor stock	5	561,500-00	15,262,496-84
Pennsylvania	1821	For canals	5	16,576,227-00	
		For railroads	5	4,944,484-00	
		For turnpikes and bridges	5	2,595,992-00	
		For miscellaneous	5	3,166,787-00	27,506,790-10
Maryland	1824	Medical University	5	50,000-00	
		Penitentiary	5	97,947-30	
		Tobacco inspection	5	78,000-00	
		For railroads	5 & 6	5,500,000-00	
		For canals	5 & 6	5,700,000-00	
		Washington monument	5	10,000-00	
		Expense of riots	5	77,033-43	11,492,980-73
Virginia	1820	For canals and river navigation	{ 5, 5½ } { 4 & 6 }	3,855,350-00	
		For railroads	5	2,128,900-00	
		For turnpikes	5	354,800-00	

Statement of the Amount of Stocks and Bonds issued — *continued.*

State.	Year.	For what Object issued.	Per cent.	Amount for each object.	Total.
Virginia	1820	For revolutionary debt	6	24,029-00	
		For war debt of 1814	7	319,000-00	
S. Carolina	1820	Public Improvements	5 & 6	1,550,000-00	6,662,089-00
		To Mrs. Randolph	6	10,000-00	
		Cincinnati and Charleston railroad	5	2,000,000-00	
		To re-build Charleston	5	2,000,000-00	
		Revolutionary debt	3	193,770-12	5,753,770-12
Alabama	1823	For banking	5	7,800,000-00	
		For railroad	5	3,000,000-00	10,800,000-00
Louisiana	1824	For banking	5	22,350,000-00	
		For railroad	6	500,000-00	
		New Orleans Draining Company	5	50,000-00	
		Heirs of Jefferson	6	10,000-00	
		Charity hospital	5	125,000-00	
		State-house	5	100,000-00	23,735,000-00
Tennessee	1833	For banking	5 & 6	3,000,000-00	
		For turnpikes	5 & 6	118,166-66	
		Railroads and turnpikes	5	5,730,000-00	
		Improving rivers	5	300,000-00	7,148,166-66
Kentucky	1834	For banking	5	2,000,000-00	
		For improving rivers, by locks, &c.	5	2,419,000-00	
		For turnpikes and M ^r Adam roads	5	2,400,000-00	
		For railroads	5	350,000-00	7,569,000-00
Ohio	1825	For canals	6	5,101,000-00	6,101,000-00
Indiana	1832	For banking	5	1,200,000-00	
		For canals	5	6,700,000-00	
		For railroads	5	2,000,000-00	
		For M ^r Adam turnpikes	5	1,150,000-00	
		For river navigation	5	20,000-00	11,890,000-00
Illinois	1831	For banking	6	5,000,000-00	
		For railroads	6	7,400,000-00	
		For canals	6	500,000-00	
		For payment of state debt	6	100,000-00	
		For river navigation, &c.	6	600,000-00	11,600,000-00
Missouri	1837	For banking	5	2,500,000-00	2,500,000-00
Mississippi	1831	Ditto	5	7,000,000-00	7,000,000-00
Arkansas	1836	Ditto	5	5,000,000-00	5,000,000-00
Michigan	1836	Controversy with Ohio	6	100,000-00	
		Internal improvements	6	5,000,000-00	
		Lent to railroads	6	120,000-00	
		State Penitentiary	6	20,000-00	
		University	6	100,000-00	5,340,000-00
If to the above be added the amount deposited by the U. States in the treasuries of the several states for safe keeping,					170,806,179-35
It makes the aggregate debt of all the states, existing and authorised					28,101,644-97
					198,907,824-32

Summary of the Amount of Stock issued, and authorised to be issued, for Banking, Canals, Railroads, Turnpikes, and Miscellaneous Objects.

States.	For Banking.	Canals.	Railroads.	Turnpikes.	Miscellaneous.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
New York	-	-	3,787,700	-	1,158,032	18,262,406
Pennsylvania	-	15,516,674	4,964,484	2,595,992	5,166,787	27,306,790
Massachusetts	-	16,579,827	4,290,000	-	-	4,290,000
Maine	-	-	-	-	554,976	554,976
Maryland	-	5,700,000	5,500,000	-	292,980	11,492,980
Virginia	-	2,855,350	2,125,300	-	843,139	5,823,789
South Carolina	-	1,550,000	2,000,000	554,800	2,303,770	5,753,770
Ohio	-	6,101,000	-	-	-	6,101,000
Kentucky	2,000,000	2,619,000*	350,000	2,400,000	-	7,369,000
Illinois	5,000,000	900,000*	2,400,000	-	300,000	11,600,000
Indiana	1,590,000	6,750,000	2,600,000	1,150,000	-	11,890,000
Tennessee	3,000,000	300,000*	-	118,166	-	7,148,166
Alabama	7,800,000	-	3,000,000	-	-	10,800,000
Missouri	2,500,000	-	-	-	-	2,500,000
Mississippi	7,000,000	-	-	-	-	7,000,000
Louisiana	22,350,000	50,000	500,000	-	235,000	23,735,000
Arkansas	3,000,000	-	-	-	-	3,000,000
Michigan	-	2,500,000	2,620,000	-	220,000	5,340,000
Total	52,640,000	69,201,515	42,871,084	6,618,958	8,474,684	170,806,177

* Whole or part for improvement of river navigation.

Statement showing the Amount of Stocks issued, and authorised by Law to be issued, by the several States named below, in each Period of Five Years, from 1820 to 1835, and from 1835 to 1838.

States.	1820 to 1825.	1825 to 1830.	1830 to 1835.	1835 to 1838.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
New York	6,872,781*	1,624,000	2,204,979	12,225,588	22,931,048
Pennsylvania	1,680,000	6,300,000	16,150,003	3,166,787	27,306,790
Massachusetts	-	-	-	4,290,000	4,290,000
Maine	-	-	-	554,976	554,976
Maryland	57,947	576,689	4,210,311	6,648,035	11,492,980
Virginia	1,030,000†	469,000	686,500	4,132,700	6,319,050
South Carolina	1,250,000‡	310,000	-	4,000,000	5,560,000
Ohio	-	4,400,000	1,701,000	-	6,101,000
Kentucky	-	-	-	7,369,000	7,369,000
Illinois	-	-	600,000	11,000,000	11,600,000
Indiana	-	-	1,590,000	10,000,000	11,890,000
Tennessee	-	-	600,000	6,548,000	7,148,000
Alabama	-	-	2,800,000	8,500,000	10,800,000
Missouri	-	-	-	2,500,000	2,500,000
Mississippi	-	-	2,000,000	5,000,000	7,000,000
Louisiana	-	-	2,350,000	14,000,000	26,725,000
Arkansas	-	-	-	3,000,000	3,000,000
Michigan	-	-	-	5,340,000	5,340,000
Total	12,790,728	13,679,689	40,012,769	108,423,808	174,882,866

* Of this amount the sum of about 4½ millions of dollars has been redeemed.

† Virginia has a war debt of 943,139-17 dollars, contracted previous to 1820.

‡ South Carolina has a revolutionary debt of 198,770-12 dollars.

MAINE.—The stock issued by this state is to be redeemed under the direction of the legislature, by the sale of public lands, from the debts due to the state, by taxes, or new loans, as may be deemed expedient from time to time. The amount of notes due from individuals to the state (August, 1838) is 326,791 dollars. The whole amount of located lands belonging to the state, 1,400,000 acres, valued at 1,500,000 dollars; the undivided lands belonging to Maine are estimated at 3,011,000 acres; making the total number of acres 4,411,000. This total includes half of the land north of the St. John's river in the king of Holland's award. The stock of this state is negotiable and transferable by the holder, and the interest in all cases is payable by the state. The interest on 235,000 dollars is payable at Boston annually, and the interest on the residue at the state treasury, annually and semi-annually; the stock bears interest at 5, 5½, and 6 per cent. The value of the taxable property of the state in 1830 was 28,807,687 ¾ dollars.

NEW HAMPSHIRE has issued no stock. The expenses of government are defrayed by a direct tax.

VERMONT.—This state has issued no stock.

MASSACHUSETTS.—Interest on 2,000,000 dollars of stock payable in London, by the Railroad Corporation, in whose favour the stock is created; the interest on the rest is payable at the state treasury, the several corporations reimbursing the treasury for the interest so paid out. The scrip in all cases is made payable to the bearer, and no form is necessary in transferring the same. The real and personal property within the state (1830) is 208,360,407 dollars.

RHODE ISLAND.—This state has issued no stock. Valuation in January, 1834, 32,640,000 dollars.

CONNECTICUT.—This state has issued no stock, or bills of credit, since the revolutionary war. "The amount of the grand list is 97,129,697 dollars," in 1837.

NEW YORK.—This state commenced issuing stock in 1817 for the construction of the Erie and Champlain canals. The sum of 600,000 dollars was issued prior to 1820. The law of 1817 created a Board of Commissioners of the Canal Fund, consisting of the state officers, and placed under the management of the Board of Specific Revenues, which were pledged for the payment of the money borrowed. There has been derived from the auxiliary funds thus set apart, since the first organization of the canal fund, the sum of 5,834,761 dollars; which exceeds by 276,000 dollars the whole amount paid for interest on all the money borrowed for the Erie and Champlain canals for 21 years, from 1817 to 1838. From 1831 to 1838, these two canals have yielded in tolls 15,068,375 97 dollars. The result is, that the whole of the original debt is provided for, and, except about 24 millions, has been paid off, and the stock cancelled. The laws authorising money to be borrowed previous to 1825, contained the following provision, viz. "that it shall not be lawful for the commissioners of the canal fund to make loans under this act, beyond such amounts as, for the payment of the interest thereof, the canal fund, at the time, shall be deemed ample and sufficient."

In 1825, the financial policy in regard to moneys borrowed, was changed; and loans from that time to the present have been authorised without setting apart specific funds for the payment of interest. In each case, however, the payment of the interest is made a charge on the treasury; and provision has been made to borrow from the Erie and Champlain canal fund, to meet this demand on the treasury. In 1837, after the suspension of specie payments, this state paid the interest on its whole debt in coin, and redeemed about 1,000,000 of the stock due in 1837, by paying 109 dollars in New York city paper for each 100 dollars of stock redeemed. For six years, from 1833 to 1838, the revenue from the tolls of the canals, after defraying all expenses of repairs, and paying interest on the whole amount of the outstanding debts, has yielded an average surplus of 610,000 dollars per annum. This surplus will sustain a debt of 12,000,000 dollars.

The stocks issued by the state of New York are transferable in the city of New York, either by the owner in person, or by a power of attorney. The original certificate in all cases to be produced when the transfer is made.

The aggregate valuation of real and personal estate in 1837 was 627,554,784 dollars.

NEW JERSEY has not issued stock of any kind, or lent her credit to any company.

PENNSYLVANIA.—This state pays the interest on its stock at the Bank of Pennsylvania, where the stock is transferable. The following revenues are set apart for the payment of interest on the stock loans, viz. canal and railroad tolls, dividends on turnpike and bridge stock, auction duties, collateral inheritances, county rates and levies, tax on personal property, and escheats. Whenever the revenues arising from the above sources is not sufficient for the payment of the interest on the stock loans, the deficiency is taken out of the treasury proper. The acts of assembly directing the loans to be made, direct also that the governor shall borrow on the credit of the commonwealth, and such fund or funds as have been or shall be created, for securing the punctual payment of the interest, and the reimbursement of the principal.

The aggregate valuation of real and personal estate in 1835 was 294,509,187 dollars.

MARYLAND.—This state, in all cases, pays the interest on the stock, half yearly and quarterly; but the companies which the state has aided by its loans reimburse the treasury for the amount of interest paid from time to time. A sinking fund has been established, from premiums and other sources, which now (1838) amounts to 1,070,306 03 dollars, which is applied to the purchase of the state stock.

During the suspension of specie payments, this state did not pay the interest on its stock either in specie or its equivalent. Some of the holders of the stock refused to receive depreciated bank paper for the dividends; and the treasurer, in December, 1837, reported this fact to the legislature; and in March, 1838, an act was passed, which provides that the state treasurer shall cause the interest on the state stock, that shall hereafter accrue, and that which has accrued since the 1st of April, 1837, to be paid, "either in coin, or its equivalent in current bank notes, to be determined by the commissioners of loans by the price of coin in Baltimore on the quarter day."

The private, real, and personal property, other than merchandise, and rights and credits of all sorts, is estimated at over 100,000,000 dollars. No uniform mode of valuing property throughout the state is observed. In most of the counties, the valuations are made under acts of 1785 and 1797, which require all lands to be put down at 3 dollars per acre; male slaves, at the highest, 100 dollars; and females, at 80 dollars each.

VIRGINIA.—The interest on the stock issued by this state is payable semi-annually at the treasury, in gold or silver. The profits of the improvements for which the stock is issued are pledged for the payment of interest and principal; and, if necessary, the general revenues of the commonwealth are pledged for the payment of the interest.

The aggregate valuation of the real property of the state in 1818 was 206,893,978 dollars; and is now probably 300,000,000. There is no mode of ascertaining the personal property.

NORTH CAROLINA.—This state has set apart a large amount of funds for internal improvements, and for the establishment of public schools, which are placed under the direction of two boards, styled the Literary and Internal Improvement Boards. These funds, until required to meet specific appropriations by the legislature, are lent out to individuals and corporations at 6 per cent. The state of North Carolina owes no debt.

SOUTH CAROLINA.—The faith of the state and the capital of the bank of the state of South Carolina and the annual dividends thereof, are pledged for the payment of 800,000 dollars issued from 1822 to 1826; and the annual dividends have been formed into a sinking fund for that purpose; and at this time (October, 1838) they amount to upwards of 800,000 dollars, so that the 6 per cent. redeemable in 1840, will no doubt then be paid. The interest on 2,000,000 dollars to be lent to the Louisville, Cincinnati, and Charleston railroad, is payable semi-annually in London. The 2,000,000 dollars for rebuilding a part of Charleston is to be lent to individuals, and the stock to be reimbursed from the mortgages of individuals. The interest on the state stock is payable semi-annually in London.

Valuation of property, 200,000,000 dollars.

MISSISSIPPI.—This state has issued bonds on the faith of the state, to the amount of 7,000,000 dollars, and has subscribed that amount in the stocks of two banks.

LOUISIANA.—The interest on the state bonds is paid by the respective banks to which they were originally issued. The interest on other state stocks is paid out of any moneys in the treasury.

The Bank of Louisiana, 2,000,000 dollars of stock; the profits retained for redemption of the instalment of 1839, sufficient to cover the amount, 600,000 dollars.

Consolidated Association.—These bonds are guaranteed by mortgages on real productive property, amounting to 3,000,000 dollars. No stockholder can borrow more than 50 per cent. on his stock; and this amount is returned by yearly instalments to meet the payment of the bonds by the bank. The state for its guarantee is considered as stockholder for 1,600,000 dollars, and, on the payment of the bonds, will divide accordingly with the stockholders. Dividends are only declared as the bonds are paid, and in the same proportion. The profits, until then, are retained as a sinking fund to meet the redemption of the bonds.

The Union Bank has bonds to the amount of 7,000,000 dollars, and is conducted on similar principles as the above. The original guarantee on mortgages of productive property is 8,000,000 dollars. The state for its guarantee is to receive one sixth of the nett proceeds.

The Citizens' Bank has received bonds to the amount of 8,000,000 dollars, and can demand 4,000,000 more; it is conducted on the same principles as above described. The guarantee is on 14,000,000 dollars of mortgages on real productive property. The state holds one sixth of the nett profits, which are only to be divided as the bonds are paid by the banks, and in the same proportion.

TENNESSEE.—The interest on the state bonds subscribed to the Union Bank were paid by the dividends on the stock, until the revulsion of 1837, after which the state paid the interest from the ordinary resources of the treasury. The interest on the bonds issued to railroad and turnpike companies is paid by the state, and the companies are required to reimburse the treasury for the sums from time to time paid.

KENTUCKY.—This state, in all cases, pays the interest on her own stocks. Auxiliary funds are set apart for the payment of the interest; but if these funds should prove insufficient, the state is bound to resort to direct taxes. In 1836, the legislature established a sinking fund for the payment of the debt; to which fund are appropriated bonuses and dividends on bank stock, premiums on scrip, state dividends in turnpike stock and all internal improvements, profits of the commonwealth's bank, proceeds of state stock in the old Bank of Kentucky, and the excess in the treasury over 10,000 dollars of each year. The governor, by an act passed in 1838, is authorised to borrow any sum not exceeding the capacity of the sinking fund, to pay the interest, and ultimately the principal, of the state bonds, at an interest not exceeding 6 per cent. per annum.

Taxation is confined to specific subjects. The aggregate value of such as are chargeable with revenue is 217,453,041 dollars, upon which a tax of 10 cents on the 100 dollars is paid.

OHIO.—The interest on the stock of this state is payable in New York, where the stock is transferable. Auxiliary funds are set apart for the payment of the interest, and, in case of a deficiency therein, it is made the duty of the auditor of state to levy an adequate amount by direct taxation. The loans were invariably made on pledges of specific revenues for the payment of both principal and interest.

The state of Ohio, at the commencement of its loans, organised a system of finance on a firm foundation, providing by direct taxation for the payment of the interest and the ultimate redemption of the principal. In 1837, after the suspension of specie payments, Ohio paid the interest on its debt in New York city paper, at the rate of 109 dollars for each 100 dollars of interest.

Aggregate valuation of real and personal property, 110,000,000 dollars.

INDIANA.—The canal lands granted to the state by the general government on the Wabash river, are pledged for the payment of the loans made on account of the Wabash canal. The interest on the bonds issued to the state bank is paid by the bank.

In 1837, after the suspension of specie payments, this state purchased coin to pay the interest on its debt; and for the July quarter paid 111 dollars in New York paper for each 100 dollars in coin.

Aggregate valuation in 1837 estimated at 95,000,000 dollars.

ILLINOIS.—The state in all cases pays the interest on the stock. In addition to the usual pledge of the faith of the state, lands, revenues, &c., there are specifically pledged for the redemption of the canal bonds, the lands granted by the general government to aid in constructing the canal; the estimate of which is equal to the whole cost of the canal. There is also pledged for the interest and final redemption of the bank bonds, the dividends and the stock owned by the state in the banks, which amounts to nearly half a million of dollars more than the amount of these bonds.

MICHIGAN.—The proceeds of the public works, as well as the faith of the state, is pledged for 5,000,000 dollars—the lands set apart for the University is pledged for the loan for that object. The loans to railroads are secured by pledge of the roads, &c. The interest on 100,000 dollars issued to defray the expenses of the controversy with Ohio, is to be paid by a direct tax.

MISSOURI has issued bonds to the amount of 2,500,000 dollars to the State Bank of Missouri.

ARKANSAS has issued 3,000,000 dollars of bonds to two banks in that state.

Some doubts having been entertained as to the right of individual states to contract loans, Messrs. Baring Brothers and Co. addressed a letter on the subject to the distinguished American senator and lawyer, Mr. Webster, lately on a visit to this country. We subjoin his reply:—

"London, Oct. 16. 1839.

"Gentlemen, — I have received your letter, and lose no time in giving you my opinion on the question which you have submitted for my consideration. The assertions and suggestions to which you refer, as having appeared in some of the public prints, had not escaped my notice.

"Your first inquiry is, 'whether the legislature of one of the states has legal and constitutional power to contract loans at home and abroad?'

"To this I answer, that the legislature of a state has such power; and how any doubt could have arisen on this point, it is difficult for me to conceive. Every state is an independent, sovereign, political community, except in so far as certain powers, which it might otherwise have exercised, have been conferred on a general government, established under a written constitution, and exerting its authority over the people of all the states. This general government is a limited government. Its powers are specific and enumerated. All powers not conferred upon it still remain with the states and with the people. The state legislatures, on the other hand, possess all usual and ordinary powers of government, subject to any limitations which may be imposed by their own constitutions, and with the exception, as I have said, of the operation, on those powers, of the constitution of the United States. The powers conferred on the general government cannot, of course, be exercised by any individual state; nor can any state pass any law which is prohibited by the constitution of the United States. Thus no state can by itself make war, or conclude peace, nor enter into alliances or treaties with foreign nations. In these, and other important particulars, the powers which would have otherwise belonged to the state can now be exercised only by the general government, or government of the United States. Nor can a state pass a law which is prohibited by its own constitution. But there is no provision in the constitution of the United States, nor, so far as I know or have understood, in any state constitution, prohibiting the legislature of a state from contracting debts, or making loans, either at home or abroad. Every state has the power of

levying and collecting taxes, direct and indirect, of all kinds, except that no state can impose duties on goods and merchandise imported,—that power belonging exclusively to congress by the constitution. That power of taxation is exercised by every state, habitually and constantly, according to its own discretion, and the exigencies of its government.

"This is the general theory of that mixed system of government which prevails in America. And as the constitution of the United States contains no prohibition or restraint on state legislatures in regard to making loans, and as no state constitution, so far as known to me, contains any such prohibition, it is clear that, in this respect, these legislatures are left in the full possession of this power, as an ordinary and usual power of government.

"I have seen a suggestion, that state loans must be regarded as unconstitutional and illegal, inasmuch as the constitution of the United States has declared that no state shall emit bills of credit. It is certain that the constitution of the United States does contain this salutary prohibition; but what is a bill of credit? It has no resemblance whatever to a bond, or other security given for the payment of money borrowed. The term 'bill of credit' is familiar in our political history, and its meaning well ascertained and settled, not only by that history, but by judicial interpretations and decisions from the highest source. For the purpose of this opinion, it may be sufficient to say, that bills of credit, the subject of the prohibition in the constitution of the United States, were essentially paper money. They were paper issues, intended for circulation, and for receipt into the treasury as cash, and were sometimes made a tender in payment of debts. To put an end at once, and for ever, to evils of this sort, and to dangers from this source, the constitution of the United States has declared, that 'no state shall emit bills of credit, nor make any thing but gold and silver a tender in payment of debts, nor pass any law which shall impair the obligation of contracts.' All this, however, proves, not that states cannot contract debts, but that, when contracted, they must pay them in coin, according to their stipulations. The several states possess the power of borrowing money for their own internal occasions of expenditure, as fully as congress possesses the power to borrow in behalf of the United States, for the purpose of raising armies, equipping navies, or performing any other of its constitutional duties. It may be added, that congress itself fully recognises this power in the states, as it has authorised the investment of large funds which it held in trust for very important purposes in certificates of state stocks.

"The security for state loans is the pledged faith of the state, as a political community. It rests on the same basis as other contracts with established governments—the same basis, for example, as loans made to the United States under the authority of congress; that is to say, the good faith of the government making the loan, and its ability to fulfil its engagements. These state loans, it is known, have been contracted principally for the purpose of making railroads and canals; and in some cases, although I know not how generally, the income or revenue expected to be derived from these works is directly and specifically pledged for the payment of the interest and the redemption of the debt, in addition to the obligation of public faith. In several states, other branches of revenue have been specifically pledged; and in others, very valuable tracts of land. It cannot be doubted that the general result of these works of internal improvement has been, and will be, to enhance the wealth and ability of the states.

"It has been said that the states cannot be sued on these bonds. But neither could the United States be sued, nor, as I suppose, the crown of England, in a like case. Nor would the power of suing, probably, give the creditor any substantial additional security. The solemn obligation of a government, arising on its own acknowledged bond, would not be enhanced by a judgment rendered on such bond. If it either could not, or would not, make provision for paying the bond, it is not probable that it could, or would, make provision for satisfying the judgment.

"The states cannot rid themselves of their obligations otherwise than by the honest payment of the debt. They can pass no law impairing the obligation of their own contracts,—they can make nothing a tender in discharge of such contracts but gold and silver. They possess all adequate power of providing for the case, by taxes and internal means of revenue. They cannot get round their duty, nor evade its force. Any failure to fulfil its undertakings would be an open violation of public faith, to be followed by the penalty of dishonour and disgrace,—a penalty, it may be presumed, which no state of the American Union would be likely to incur.

"I hope I may be justified by existing circumstances to close this letter with the expression of an opinion of a more general nature. It is, that I believe the citizens of the United States, like all honest men, regard debts, whether public or private, and whether existing at home, or abroad, to be of moral as well as legal obligation; and I trust I may appeal to their history, from the moment when those states took their rank among the nations of the earth to the present time, for proof that this belief is well founded; and if it were possible that any of the states should at any time so entirely lose her self-respect and forget her duty as to violate the faith solemnly pledged for her pecuniary engagements, I believe there is no country upon earth—not even that of the injured creditors—in which such a proceeding would meet with less countenance or indulgence than it would receive from the great mass of the American people.

"I have the honour to be, gentlemen, your obedient servant,

"Messrs. Baring Brothers & Co."

"DANIEL WEBSTER."

There can, of course, be no further doubt as to the law on this important subject; and we trust that the states will respectively evince that high moral sense, and determination to pay their just debts, for which their distinguished countryman gives them credit. We confess, however, that we are not without our misgivings on this point. The extreme facility with which loans on American account have recently been raised in Europe, and especially in this country, on all manner of securities, will turn out, in the end, a serious loss to America; inasmuch as it has tempted her citizens to engage, without sufficient consideration, in the most gigantic undertakings, and to generate and diffuse a spirit far more akin to gambling than to the pursuits of sober industry. In consequence, a vast amount of capital has been unprofitably expended, and to little better purpose, in fact, than if it had been absolutely thrown away. Now, the question which our countrymen, who are so fond of investing in American securities, would do well to ponder, is, will the states continue, after the excitement of the period of expenditure is gone by, regularly to pay the interest of these debts? Suppose that a system of universal suffrage were established in this country, and that we had several millions a year to pay to France or Russia, for loans borrowed from them, and expended less, perhaps, for the public advantage than for the private benefit of the parties who negotiated the loans: under such circumstances, we rather incline to think, should any thing occur to excite our prejudices against our foreign creditors, that there would be no small risk of a serious interruption taking place in the payments due to them. And if such a thing might, in the supposed case, be not unreasonably predicated of England, it is not uncharitable to suppose that it may also occur in America.

GALACZ, a town of Moldavia, on the left bank of the Danube, between the confluence of the Sereth and the Pruth with that river, in lat. $45^{\circ} 25' N.$, long. $28^{\circ} E.$ It is ill built and dirty: population supposed to amount to 12,000. The trade of the town is chiefly carried on by Greek merchants; but, within the last few years, some foreign houses have formed establishments in it. Though at a considerable distance inland, Galacz may be said to be the port of the Danube; and, were the political jealousies, and other obstacles, that have hitherto so much obstructed the navigation of this great river, once removed, it would, no doubt, become a first-rate emporium. The treaty of Adrianople, by rescuing the provinces of Moldavia and Wallachia from Turkish despotism and misrule, will contribute not a little to this desirable result. Recently, indeed, Galacz has been rapidly rising in importance. Steam vessels have been established on the Danube, from Presburg to Galacz, and thence, by the Black Sea, to Constantinople and Trebizond. The advantages of which the free navigation of the Danube cannot fail to be productive to all the countries that it traverses, and especially to Hungary, of which it is the natural outlet, seem to warrant the belief that its vast capacities, as a commercial highway, will be daily more and more developed.

Entrance to Galacz.—Of the three principal mouths of the river, the Soulineh (middle) mouth, in lat. $45^{\circ} 10' 30'' N.$, long. $41^{\circ} 20' E.$, is the only one accessible by vessels of considerable burden. The depth of water on the bar, at its entrance, varies from 10 to 13 and 14 feet, according to the season of the year, and the direction of the wind. From the bar to Galacz and Brailoff, still higher up, there is nowhere less than 18 feet water, and in many places from 60 to 70 feet. Vessels of 300 tons lie close to the quays at Galacz. The shores at the mouth of the river being low, and bordered with reeds and shoals, vessels intending to enter the river generally make the small rocky islet of Phidonsi, or Serpent's Isle*, in lat. $45^{\circ} 15' 15'' N.$, long. $30^{\circ} 10' 30'' E.$, whence the Soulineh mouth bears W. by S., distant 23 miles. At the entrance to it, on the south shore, is a wooden tower, but (though the contrary be sometimes stated) no lighthouse. Lighters are generally stationed without the bar, into which large ships discharge a part of their cargoes; and pilots may generally be obtained from them or other vessels. As the current is sometimes very strong, and difficult to stem, the establishment of steam tugs at the mouth of the river would obviate the principal difficulties incident to its navigation.

Frost usually sets in on the Danube in the month of December, and continues till the month of March; in 1833, however, there was no frost. Freights in the ports of the Danube are always from 20 to 25 per cent. higher than in Odessa; premiums of insurance, on the contrary, are not higher than at the latter, except on such vessels as, on account of their size, are obliged to discharge at the river's mouth.

Money, Weights, and Measures.—These are principally Turkish, for which see CONSTANTINOPLE; but Russian and Austrian coins are in general circulation.

Exports and Imports.—Moldavia and Wallachia are very productive provinces, being fruitful both of corn and cattle. From 60,000 to 80,000 head of cattle are annually fattened, for sale in the two principalities. A pair of good oxen commonly cost from 70 to 80 roubles. Numerous herds are annually sent into Austria, particularly from Moldavia. Now that the principalities are subjected to regular governments, and that a market has been opened for their products, there can be little doubt that they will rapidly improve. The principal articles of export from Galacz are wheat, of which the quantity might be indefinitely increased, tallow, hides, live cattle, salt, butter, wool, &c.; and to these might be added timber, flax and hemp, caviar, &c. But, if the navigation be improved, which it seems all but certain will be the case, Brailoff and Galacz will become *dépôts* for the products of Hungary and Transylvania. The imports consist of coffee, sugar, and other colonial products, raw and manufactured cotton, iron and hardware, oil and olives, rice, soap, spices, &c.; at present, however, they are quite inconsiderable, compared to what they would be were civilisation considerably extended in the countries adjacent to the lower Danube, and still more so, were it to become the great highway for the conveyance of foreign products to Hungary. Subjoined is a—

Statement of the Quantities and Value of the Merchandise Imported into, and exported from, the Port of Galacz in 1835. — (Consular Return.)

Imports.			Exports.		
Articles.	Quantities.	Value.	Articles.	Quantities.	Value.
		<i>£.</i>			<i>£.</i>
Almonds - - - cwt.	3,000	9,000	Butter - - - cwt.	17,500	45,000
Cereals - - - - -	7,500	3,937	Cattle, oxen - - No.	6,000	38,250
Cloth, American - lbs.	9,905	9,187	cows - - -	5,800	24,225
Coffee - - - - -	226,400	21,000	horses - - -	8,600	22,550
Cotton, raw - - -	70,750	9,375	sheep - - -	10,000	3,750
twist - - - -	3,500	6,562	Hides, ox - - -	15,000	26,250
manufactures -	-	22,500	Salt - - - - - cwt.	300,000	135,000
Figs - - - - - cwt.	3,750	5,625	Tallow - - - - -	20,000	90,000
Incense - - - - - lbs.	56,600	4,880	Wheat - - - - - kilos*	30,000	112,500
Iron, English - - cwt.	7,500	14,625	Wines - - - - - galls.	166,666	5,625
Oil - - - - - -	5,000	33,750	Wool - - - - - lbs.	424,500	16,875
Olives - - - - -	8,750	19,687	Miscellaneous - -	-	7,500
Pepper - - - - - lbs.	56,600	4,500			
Raisins - - - - - cwt.	8,750	13,125			
Rice - - - - - -	8,750	19,687			
Ram - - - - - -	750	3,937			
Soap - - - - - lbs.	254,700	10,125			
Sugar - - - - - cwt.	2,500	16,875			
Tin - - - - - -	25	5,625			
Wax - - - - - -	375	6,750			
Wines - - - - -	500	2,250			
Miscellaneous - -	-	11,250			
Total - - - - -	-	254,252	Total - - - - -	-	527,925

* This island was famous in antiquity for its temple in honour of Achilles, to whom it was sacred. It was called *Leuce*, or the White Island, from the myriads of sea-fowl by which it was usually covered. There seems to be no good foundation for the modern notion of its being infested with serpents. It is singular, however, seeing that it is now annually passed by numbers of European ships, that it should not have been visited by any traveller. It may be expected to contain some remains of antiquity. — (See *Clarke's Travels in Russia, Turkey, &c.* 8vo. edit. vol. ii. p. 394—401.)

In 1835, 902 vessels arrived at Galacz; of which 6 were British, 45 Russian, 17 Austrian, 60 Greek, 49 Turkish, 17 Ionian, 4 Sardinian, 2 Samian, 1 Wallachian, 1 Belgian.

Duties.—An *ad valorem* duty of 3 per cent. is levied on all articles of merchandise imported into, or exported from, the principalities of Moldavia and Wallachia. Government reserves to itself the power of prohibiting the exportation of any article, but it has to give a month's previous notice of any such prohibition.

Galacs is a free port; that is, a port at which all commodities may be landed, warehoused, re-exported, and consumed in the town, free of duty. Quarantine regulations are strictly enforced at Galacz, unless performed previously to entering the river.

Ismail and Reni, ports of the Russian province of Bessarabia, are situated on the Danube, and are both, but especially Ismail, a good deal nearer its mouth than Galacs; but they are much less considerable in point of commercial importance. Having little importation, their trade is confined almost entirely to the exportation of corn, and even in this respect they are very inferior to Galacs and Brailoff. They are subject to the Russian duties and regulations.

We have gleaned these particulars from a variety of works, but principally from the valuable *Report, by M. de Hagencister, on the Commerce of the Black Sea, Eng. Trans. pp. 83—95. &c.*; *Purdy's Sailing Directions to the Black Sea*, p. 193, &c.

Mouths of the Danube.—There is a great discrepancy in the statements of ancient authors as to the number of channels by which the Danube poured its waters into the Euxine. (*Cellarius Notitia Orbis Antiquæ*, lib. ii. cap. 8.) A similar discrepancy exists at this moment; some authorities affirming that it has four, others five, and others six or seven mouths. But, as stated above, there are only three of any considerable magnitude, viz. the Killa mouth on the north, and successively the Soulineh mouth, and the Edrillis mouth. But besides these, there are other channels of inferior importance, of which two, at least, are still more to the south than the Edrillis mouth. In antiquity, the most southerly channel was the deepest, and best suited for the purposes of navigation, and was thence called *Sacrum*. (See *Cellarius, ut supra*.) It is not, however, to be wondered at, that in the course of so many ages very great changes should have taken place in the channels of the river. It seems probable that the *Optimum Sacrum*, or southern channel of the ancient, may have run between *Corosow*, now Hirschow, and the lake *Heimysir*, now Ramein, which communicates with the Euxine at Kara Kerman, formerly *Iatropolis*, and at a point still more to the south. At any rate, there certainly was a channel in the route now pointed out (*D'Anville, Abrégé de la Géographie Ancienne*, tom. i. p. 307.); and as it is a good deal more to the south than the Edrillis mouth, with which the *Optimum Sacrum* has been commonly identified, it would seem to have the best claim to the distinction of being synonymous with the latter. This channel is, in fact, still partially open, and it is stated that the Austrian government has seriously entertained a project for making it navigable. There can be no doubt that if this could be effected, it would be of much importance to the trade with Hungary and the countries on the upper part of the river, by materially shortening the river navigation, and facilitating the transit of ships and goods to and from the Black Sea; but the marshy nature of the ground is said to oppose formidable obstacles to the construction of a canal. According, however, to a survey recently made by Prussian engineers, a railway would seem to be practicable; and it is said that it will be immediately commenced by the Austrian steam company, and leave to that effect be obtained from the Grand Seigneur.

Navigations of the Danube.—Steam navigation was first established on the Danube in 1830, since which the undertaking has gone on prospering, so much so, that the communication between Vienna and Constantinople is now maintained by a line of seven steam vessels. The Austrian steam company, which was the first in the field, have extended their scheme by starting vessels between Vienna and Linz, and a Bavarian company commenced in 1838 running a vessel between Ratisbon and Linz. It is probable that in a year or two steamers may ply from Ulm downwards.

At present steam boats ply on the Danube as long as the river remains free from ice (usually from February or March to November), from Ratisbon to Linz, once a week; Linz to Vienna, 10 hours, once a week; Vienna to Presburg and Pesth, twice; Pesth to Drenkova, once a week; Gladova to Galacs, once a week; Galacs to Constantinople, once a fortnight.

The voyage from Vienna to Constantinople, including stoppages, is seldom performed in less than fourteen days, and sometimes occupies seventeen; in returning against the stream it takes at least a month, including ten days' quarantine at Orsova. The fare, first place, is 184fl., about 13*l.*; second place, 94*fl.*

The navigation of the Danube by steamers is unfortunately interrupted for a length of about fifty miles, between Drenkova and Gladova, by rocks and rapids, the lowest and most considerable of which is a sort of cataract, called the "Irongate," about three miles below the Hungarian frontier. It is worthy of remark that the most illustrious of the Roman emperors, Trajan, alive to all the advantages to be derived from the easy navigation of the Danube, had with equal industry and sagacity formed a road, or towing path, along the river's edge for facilitating the operation of towing, of which the remains are still extant, with an inscription commemorative of the completion of the works. It has been proposed to overcome the difficulties in the way of the navigation by renovating the old Roman road, and deepening the channel contiguous to it. But it rarely happens that attempts to improve the navigation in the bed of a river, under any thing like similar circumstances, are even tolerably successful. The better way undoubtedly would be, were it practicable, to construct a lateral canal, or rather a canal from the mouth of the Bereska to Palanka, which would not only avoid the rapids, but also shorten the navigation by getting rid of the bend of the river by Orsova. But the difficulties in the way of such an undertaking, from the nature of the ground, are said to be insuperable; and it is, therefore, probable that the distance of 50 miles along the rapids will continue, if not always, at least for some considerable time, a *portage*. The evil, however, of this break in the navigation has been diminished, as far as possible, by the construction of an admirable carriage road (recently finished), at great expense, by the Hungarian diet, from Moldova to Orsova. In the extent of excavations in the rock, and terraces of masonry, upon which it is carried, it is not inferior as a specimen of engineering to the finest roads over the Alps. Several steamers have been transported down these rapids at the season of floods, small barges pass them at all times, and little boats, laden with wax and wool, are towed up by men and oxen. The passengers and goods conveyed by the steamers are transferred from Moldova in row-boats, to Gladova, below the Irongate, where they embark on another steamer.

A railroad is nearly completed from Brunn, the capital of Moravia, to Vienna; another railroad diverges, from the Danube, at Linz, north to Budweis in Bohemia, where it reaches the banks of the Muldan, and through it communicates with the Elbe.

Junction of the Danube and the Rhine.—The long projected canal to unite the Danube and Rhine, the favourite scheme of Charlemagne, is being carried into execution by the King of Bavaria, and will, it is believed, be finished in 1842. It extends from Bamberg, by Erlangen and Nuremberg, to Neumark, joining the Danube at Kelheim, a few miles above Ratisbon. The distance between the Maine, near Bamberg, and the Danube, is about 112 miles; but the actual extent of canal is less, the communication being in part effected by the Rednitz, a tributary of the Maine, and the Ulmuhl, a tributary of the Danube. When this is accomplished, an internal communication by water will be established throughout all the vast country, stretching from the shores of the Netherlands to the Black Sea; so that produce shipped at Rotterdam or at Galacs may be conveyed from the one to the other in the same vessel.

GALLIPOLI.

Account of the Quantity of Oil exported from Gallipoli in British and Neapolitan Bottoms, in 1833 and 1834, together with an Estimate of the Value of the same formed on the Quotations in the Giornale delle Due Sicilie.

	1833.							
	Quantity.				Value.			
	In Salms.	In Imperial Tons.	Prime Cost.		Cash Charges and Duty.		Total.	
			Ducats.	Sterling.	Ducats.	Sterling.	Ducats.	Sterling.
In British vessels -	18,899	2,625	451,516	L. 77,545	139,293	L. 22,751	583,609	L. 100,276
In Neapolitan do.	6,801	944	162,407	27,905	36,725	6,310	199,132	34,215
Total -	25,700	3,569	613,923	105,450	169,018	29,061	782,741	134,491
1834.								
In British vessels -	26,879	3,733	671,975	116,865	188,153	32,732	860,128	149,587
In Neapolitan do.	35,643	4,673	841,200	146,308	181,699	31,599	1,022,899	177,907
Total -	60,527	8,406	1,513,175	263,173	369,852	64,331	1,883,027	327,494

GLASS.—We endeavoured to show under this head, in the *Dictionary*, that the duties on glass had been practically most injurious; that they were carried to an oppressive height; that the mode in which they were imposed operated to prevent improvements in the manufacture; that they were not fairly charged; that they occasioned a great deal of fraud; and had reduced the consumption of glass far below the limit to which it would otherwise have attained. These conclusions have been corroborated to the fullest extent by the statements and reasonings in the elaborate and able *Report* of the Commissioners of Excise inquiry on Glass. These gentlemen, after examining minutely and carefully into the whole subject, conclude their report "by urging the expediency of the repeal of the duty at the earliest possible period, and by expressing our conviction that *no tax can combine more objections, or be more at variance with all sound principles of taxation, than this duty on glass.*"

But though all parts of this tax be vicious in principle, and highly objectionable in their practical results, they are not all alike bad. The commissioners showed that the duty on flint glass was the most objectionable of any; and they distinctly stated, that, "unless some material change shall take place (in the amount and mode of charging the duty), the revenue from the manufacturer of flint glass must, in a great degree, be sacrificed, and the persons who carry on that manufacture, under the regulations and subject to the duties prescribed by law, must either be driven out of the trade, or left to carry it on at a ruinous loss."—(13th Report, p. 56.)

Such a restriction, coming from such a quarter, could not be disregarded; and we are glad to have to state that the duty on flint glass has been abolished, and that in lieu thereof a duty of 6s. 8d. is to be charged on every 100 lbs. weight of the fluxed material or metal from which such glass is made. Instead of the late drawback, there is to be in future a drawback of 18s. 5d. on every 100 lbs. of flint glass exported. There are also some new regulations as to the drawback on German sheet glass, &c. — (See Act 5 & 6 Will. 4. c. 77.)

This alteration will, no doubt, be a material relief to the manufacturers of flint glass. Still, however, it is not such as the trade and the public had a right to expect. The total gross produce of the glass duties in 1837, was, in England, 837,278l.; in Scotland, 56,300l.; and in Ireland, 10,379l.; making together 903,857l. But from this has to be deducted, for drawbacks and other allowances, 293,737l., so that there only remains 610,120l. of nett revenue; and even this has to be still farther reduced by deducting from it the expenses of collection, which are very heavy. Now, surely, it cannot be said, that, for the sake of a paltry sum of less than 600,000l. a year, we must depress, and all but ruin, an important manufacture, capable of an indefinite extension, by burdening it with an unequal, vexatious, and most oppressive duty! Had the duties on glass produced 1,500,000l. or 2,000,000l. a year, their retention might have been excused from the impossibility of sacrificing, and the difficulty of replacing, so large an amount of revenue. But the sum which they yield might be easily dispensed with, and as they have been pronounced by the highest authorities to be, in all respects, most objectionable — to have every quality that a tax should not have, and not one that it should have — we do hope that they may be among the first to be repealed.

GREECE (Tariff of Port Charges in the Kingdom of).

Tonnage.
In the ports of Syra, Naxos, Pireus, Marathonensis, Pylas, Calamata, Navarino, and Petras.

	<i>Drs. Ltp.</i>
On vessels under 5 tons	- free.
— of 20 —	- 0 9
— above 20 —	- 0 12
In the other ports:—	
On vessels under 5 tons	- free.
— of 20 —	- 0 6
— above 20 —	- 0 9
<i>Permit of Departure.</i>	
On vessels under 5 tons	- free.
— of from 5 to 20 tons	- 0 50
— 21 - 50 —	- 1 00
— 51 - 100 —	- 2 00
— 101 - 200 —	- 3 00
— 201 and above	- 5 00
Lighthouse (only where there is one).	
On vessels under 5 tons	- free.
— of from 5 to 20 tons	- 0 50
— 21 - 50 —	- 1 00
— 51 - 100 —	- 2 00
— 101 - 200 —	- 5 00
— 201 - 500 —	- 8 00
— 501 and above	- 9 00
When gunpowder remains on board, for every 2½ lbs. per month of 30 days	- 0 2
When it is placed in the public magazine for the same quantity and time	- 0 3

Observations on the Tonnage Duty.

1. Vessels arriving from abroad loaded, and which discharge their cargoes, and depart loaded, pay the whole duty.
2. Vessels arriving from abroad loaded, and which depart in ballast, pay two thirds of the duty, which is also exacted if they arrive in ballast, and depart loaded.
3. Vessels arriving from abroad in ballast, and departing without lading, or arriving and departing with cargo, and not discharging any of it, pay one third of the duty.
4. Vessels arriving from and going to another port of the kingdom pay but one half of the duty.
5. A vessel is considered as loaded, whether she be so fully or partially.

Exceptions.

1. Every vessel forced to enter a port, either by a storm or in consequence of damage, is exempted from all charges during 8 days.
2. Every vessel entering a port, from whatever cause, and destined to another port, and the master of which shall immediately make a declaration to the captain of the port, that he has no intention either of loading or discharging his goods, may remain 5 days without paying any duty except the lighthouse duty. He is permitted also to receive or to deliver letters or money, unless otherwise provided for by special ordinances.

Statement of the Number of Vessels, their Tonnage and Crews, and the Invoice Value of their Cargoes; distinguishing also the Countries to which they belonged, which entered inwards and cleared outwards at the principal Ports within the Consulate of the Morea, viz. Patras and Nauplia, in the Year 1834.—(*Consular Return.*)

Countries.	PORT OF PATRAS.							
	Inwards.				Outwards.			
	Ships.	Tons.	Crews.	Invoice Value of Cargoes.	Ships.	Tons.	Crews.	Invoice Value of Cargoes.
British	31	4,542	272	L. 30,077	59	4,258	255	L. 117,555
Austrian	14	1,429	159		14	1,429	159	
Greek	141	7,958	1,092		155	7,021	1,619	
Jerusalem	1	101	15		1	101	15	
Ionian	219	5,151	1,104	62,145	212	5,130	1,101	15,261
Neapolitan	15	1	135		8	402	85	
Papal	2	828	19		2	162	19	
Sardinian	5		87		5	828	57	
Total	426	18,542	5,451	92,225	404	17,911	5,286	130,516
PORT OF NAUPLIA.								
British	6	809	49	L. 8,020	4	542	32	L. 1,900
Austrian	11	1,907	-	6,198		680	-	740
French	2	-	-	978		-	-	-
Greek	201	-	-	47,152	708	-	-	22,556
Ionian	6	299	34	727		-	-	-
Samos	5	-	-	437		-	-	-
Turkish	2	-	-	31		-	-	-
Total	223	-	-	63,543	716	-	-	25,296

N. B.—The value of the cargoes in the port of Nauplia is supposed to be 10 per cent. under the real value. The Port-Office Register does not specify the vessels sailing in ballast. In Patras the entries of the Ionian trade include vessels and boats.

Statement of the Number and Tonnage of Vessels with the Value of their Cargoes, which entered and cleared at the Port of Syra in the Year 1835.—(*Consular Return.*)

Countries.	Entered.			Cleared.		
	Vessels.	Tonnage.	Invoice Value of Cargoes.	Vessels.	Tonnage.	Invoice Value of Cargoes.
British	58	8,392	L. 126,977	58	8,339	L.
Greek	989	58,802	235,161	2,293	67,348	381,961
French	10	1,477	5,614	10	1,477	
Ionian	61	5,264	9,780	60	5,328	4,645
Russian	51	11,555	18,303	44	9,818	5,192
Austrian	68	14,733	51,439	63	13,446	5,200
Sardinian	17	5,246	8,102	17	5,246	55
Ottoman	164	5,477	10,929	86	2,066	15,219
American	1	240	197	1	240	
Jerusalem	5	281	1,021	5	281	300
Total	1,422	107,267	445,543	2,635	111,489	406,572

Statement of the Number and Tonnage of British Vessels, with the Nature and Value of their Cargoes which entered and cleared at the Port of Syra, distinguishing the Countries to and from which they sailed, in the Year 1835.—(*Consular Return.*)

Countries.	Entered.				Cleared.			
	Vessels.	Tonnage.	Invoice Value of Cargoes.	Nature of Cargoes.	Vessels.	Tonnage.	Invoice Value of Cargoes.	Nature of Cargoes.
Great Britain	47	6,866	L. 122,088	[27 from Liverpool, and 14 from London, with mixed cargoes; 6 from Cardiff, Iron.			L.	
Malta	5	878	5,044	Mixed cargoes.	2	274	-	{ Mixed cargo, 1 in ballast.
Trieste	1	133	-	In ballast.			-	
Athens	2	294	226	{ Mixed cargo, 1 in ballast.			-	
Constantinople	1	194	1,679	Wheat	28	4,173	-	{ Original, or part of original cargo.
Smyrna	2	207	-	In ballast.	25	3,154	-	Ditto do., 2 in ballast.
Salonica	-	-	-	-	3	308	-	Ditto ditto.
Patras	-	-	-	-	1	126	-	In ballast.
Zante	-	-	-	-	1	125	-	Ditto.
Rhodes	-	-	-	-	1	64	-	Ditto.
Total	58	8,392	126,977	-	58	8,339	-	

GUAYAQUIL, a city and port of Colombia, on the western coast of South America, lat. 2° 11' 21" S., long. 79° 43' W. Population, according to Captain Hall, 20,000. The town is situated on the banks of the river of the same name, about 6 or 7 leagues from the Isla Verde, or 9 leagues from the Isla Puña, in the Gulf of Guayaquil, opposite to the mouth of the river. Ships bound for Guayaquil generally call at the Isla Puña, where expert pilots may be had, who carry them up to the town by night or by day, according to the state of the tides. The town is old; but as the houses are of wood, and it has frequently suffered from fires, much of it is comparatively modern, and has a good appearance. There is a dry dock on the south bank of the river, where several ships of a superior construction have been built.

The district in which Guayaquil is situated has, for a considerable period, formed a part of the republic of Ecuador or Equator. Like the other S. American states it has been subjected to perpetually recurring revolutions; but Guayaquil has notwithstanding continued to enjoy a considerable commerce. Its principal article of export is cocoa, of which large quantities are shipped; and next to it are timber, tobacco, celbo wool used in stuffing mattresses, &c. The principal articles of import are British manufactured cottons and hardware, silks, wine, flour, &c.

Account of the Export of Cocoa from Guayaquil, during each of the Six Years ending with 1838, specifying the Countries to which it was exported, and the Quantities sent to each.

Countries.	1833.	1834.	1835.	1836.	1837.	1838.	Total.
	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
Spain	2,106,166	6,709,861	3,979,379	4,970,996	4,439,616	2,149,502	24,355,930
England	-	-	-	-	626,447	105,566	732,013
France	388,745	276,021	555,275	606,204	-	735,725	2,569,968
United States	830,556	747,627	4,388,160	688,041	1,516,383	992,675	9,165,410
Mexico	1,876,699	1,991,194	2,399,596	1,034,053	275,949	1,221,001	8,798,532
Central America	361,096	285,958	650,297	480,189	64,070	431,822	2,475,452
New Granada	66,954	2,106	49,822	49,593	54,712	33,639	267,536
Peru	675,901	605,270	658,167	2,137,472	711,821	767,378	5,536,009
Chili	359,847	228,047	388,711	450,253	262,760	150,699	1,740,307
Manila	139,832	155,778	-	67,465	-	306,370	567,445
Hamburg	-	-	-	-	-	400,002	400,002
Genoa	-	-	-	-	325,377	-	325,377
San Tomas	-	-	405,000	-	-	-	405,000
Rio Janeiro	-	-	306,454	435,871	243,000	-	985,325
Total	6,695,776	10,999,862	15,800,851	10,918,565	8,520,125	7,196,075	58,131,554

Statement of the Number and Tonnage of Vessels, with the Value of their Cargoes, which entered inwards and cleared outwards at the Port of Guayaquil, distinguishing the Countries to which the same belonged, in the Year 1835. — (*Consular Return.*)

Countries.	Inwards.			Outwards.			Remarks.
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.	
			<i>L.</i>			<i>L.</i>	
British	11	4,086	34,475	-	-	25,456	About one third of the number of vessels entered as Peruvian, and some entered as Mexican, belong to this port, but were put out under those colours for better protection during the revolution of 1835.
Colombian	12	1,727	14,040	-	-	5,470	
United States	19	5,421	46,552	-	-	71,765	
French	4	1,027	4,508	-	-	4,825	
Sardinian	5	1,475	8,690	-	-	10,714	
Hamburg	1	101	1,000	-	-	3,000	
Danish	2	407	5,000	-	-	11,500	
Mexican	13	1,582	16,454	-	-	25,576	
Chilian	11	1,716	25,680	-	-	12,925	
Peruvian	45	5,888	67,470	-	-	40,088	
Total	123	21,430	221,680	-	-	210,429	

For further particulars, see *Ullon, Voyage Historique de l'Amérique*, tom. i. pp. 141—178.; *Hall's Voyage to Chili, Peru, &c.*, vol. ii. pp. 101—138., &c.

IMPORTATION AND EXPORTATION. — The commissioners of customs, agreeably to the powers given them to that effect by the 3 & 4 Will. 4. c. 52. § 135. (see *Dict.* p. 669.), have appointed the undermentioned places, within the several ports of the United Kingdom, at which vessels coming into or departing out of such ports shall bring to, for the boarding or landing of customs officers. Every master of a vessel failing to comply with the provisions of said act in this respect forfeits 100*l.*

ENGLAND.		Ports.	
Ports.	Stations for bringing to.	Ports.	Stations for bringing to.
LONDON	- Gravesend Reach, below the Custom-house.	CHICHESTER	- Cockbush Harbour.
ASBURYTWITH	- On the bar, or a little above the junction of the rivers Rhylod and Yatwith.	CLAY	- Blackney and Clay harbour.
Aberdovey	- A little to the westward of the town, in the river Dovey.	COLCHESTER	- Coin River, off Mersea Stone, Mersea Island.
ALDBOROUGH	- Orford haven, the entrance of the river Ore and Aide.	COWES (EAST)	- Roadstead of Cowes, extending from east to west about $\frac{1}{2}$ mile.
ARUNDEL	- The piles on the eastern side of the river, between the revenue watch-house and the Duke of Norfolk's Quay, in the harbour of Littlehampton.	DARTMOUTH	- Between the mouth of the harbour and Sandquay Point.
BARNSTAPLE	- Skern and watch-house, Appledore.	Salcombe	- At the mouth of the harbour and Soap Point.
BEAUMARIS	- Opposite the town, at Prys's Roads.	DEAL	- In the Downs, in open roadstead.
Amble	- Within the harbour.	DOVER	- The outer harbour.
Conway	- In the roadstead opposite the town.	Falstone	- In the harbour.
Carnarvon	- Tower, and at Abermenai.	EXETER	- At the Passage Way, Exmouth.
Pwllhely	- At the entrance of the harbour, by the Gimblet Rock.	Falmouth	- At the Point.
Barnmouth	- In the harbour.	FALMOUTH	- In the harbour, off Kiln Quay and watch-house.
Holyhead	- In the harbour.	FAVERSHAM	- Between the mouth of Faversham Creek and the Horse Sand in the East Swale.
HARWICK	- At the entrance of the harbour, near the pier head.	Milton	- At the mouth of Milton Creek in the Swale.
HIDDEPORT	- Skern and watch-house, Appledore.	POWY	- Near the Custom-house, not far from the entrance of the harbour.
BOSTON	- Hob Hole.	GLoucester	- At the outfall, near the entrance of the harbour.
BRIDGWATER	- Between Botestall Point, on the coast of the Bristol Channel, and Black Rock, about a mile within the mouth of the river Parrot.	GRIMSBY	- At the outfall, near the entrance of the harbour.
BRIDLINGTON	- The bay or harbour.	GUILFORD	- Between the mouth of the river and the Horse Sand in the East Swale.
BRIDPORT	- The outer buoy, distant about 300 yards, almost of the harbour.	HULL	- In the harbour, between the Guard and Walton Ferry.
Bristol	- Pill and Kingsroad.	HULL	- Hull Roads, between the east end of the citadel and the entrance to the Hummer dock to the westward.
CARDIFF	- Penrith Roads, a little to the eastward of the mouth of the river Taff.	ILFRACOMB	- In the harbour.
CARDIGAN	- At Fawicam, a little inside the bar or harbour's mouth.	ISWICH	- In the harbour, between the Guard and Walton Ferry.
CARLISLE	- Fisher's Cross.	ISLE OF MAN	- Douglas, Derby Haven, Peel.
CHESTER	- At the entrance of the river Wy.	RAMSEY	- In their respective bays.
CHESTER	- Deepool, 6 miles from Hoylake.	LANCASHIRE	- Glasson Dock, on the river Lune.
		Poulton	- Sea Dyke, entrance of the river Wyre.

Ports.	Stations for bringing to.	Ports.	Stations for bringing to.
Ulsterston	- Pile Fowdry, near the Isle of Walney.		- free, to Kempeck Point, being the western point of Gourock Bay, including therein Carradyle Bay, Greenock Roads, the anchorage at the tail of the bank, and Gourock Bay.
LEIGH	- Leigh Slade, or Leigh Swatch, which channel is formed by the spit of a sand called Marsh End, leading from the east end of Canby Island, and nearly opposite to a windmill, called the Hannet Mill, situate upon the Cliff, about $\frac{1}{2}$ mile to the westward of Southend, and about 2 miles from Leigh.	Rothsay	- Rothsay Bay, lying and being within Bonyon Point, on the east of the town of Rothsay, in the Isle of Bute, county of Argyll, and Ardnamish Point on the west of the said town.
LIVERPOOL	- At the entrance of the respective docks.	Oban	- Oban Bay, in the county of Argyll, as lies within Fishing-house Point on the eastern side, and Currick Point on the western side of the said bay.
LIMNELLY	- The basin within the pier or cobb of Lyme Regis.	Toburnery	- The Bay of Toburnery, lying and being within Lettag Point to the south-east, Fortmore Point to the north-west, and the Isle of Calve on the east of Toburnery, Isle of Mull, county of Argyll.
LYME	- The basin within the pier or cobb of Lyme Regis.	Inverary	- The roadstead of Inverary, lying and being off the town of Inverary, in the county of Argyll, and extending $\frac{1}{2}$ mile north-east of the quay of the said town.
LITH	- Nottingham Point, intermediate space between Common Strath Quay, where the estuary narrows into a river, about 3 miles below the town, or as near as circumstances permit within the point.	Lochgilphead	- Lochgilphead Roads, at the east end of the Cronin Canal, lying and being within Ardvisg Point, on the western side of Lochgilphead and Kilmory Point, on the eastern side of the said loch.
MALDON	- Barrow Hills, opposite Blackwater River, Maldon.	LYNNESS	- The harbour.
MILFORD	- In the haven, opposite the town of Milford.	LYTHAM	- The harbour.
MITCHEARD	- The entrance of the harbour.	KIRKALDY	- Entrance of the harbour.
NEWCASTLE	- Opposite the watch-house, at the entrance of the river Tyne.	ABERDEEN	- Burntisland Roads.
Shields	- Low Lights, North Shields.	Pitteneers	- Kirkaldy Bay.
Dighton	- At the entrance of the harbour.	Dysart	- Large Bay.
NEWCASTLE	- In the stream, between the piers and the tide surveyor's watch-house.	Wemyss	- Entrance to their respective harbours.
NEWPORT (Wales)	- At the watch-house, 1 mile from the Custom-house.	Wemyss	- St. Andrew's Bay.
PADSTOW	- Hawker's Cove, within the harbour.	Wemyss	- The Bay, or Kirkwall Roads, extending along the beach, in a north-east direction, to Thier's Holm, and in a westerly direction to Quaterness Skerry, thence in a southerly direction to the Legal Quay.
PERFANCE	- St. Michael's Mount Roads.	Wemyss	- The Bay called Cairn Roads.
PLYMOUTH	- Within the line of the breakwater, viz. the Sound, Caster and Hamoaze.	Wemyss	- Between the martello tower and chain pier at Newhaven.
POOL	- At the entrance of the harbour, between South Deep, opposite Brownsea Castle, and the Essex buoy, opposite the castle stable.	Wemyss	- In the harbour.
PORTSMOUTH	- Between Blackhouse Point and the north end of her Majesty's dock-yard.	Wemyss	- In the harbour.
Langstone	- In the roadstead, within 1 mile of the Spit Buoy.	Wemyss	- In the bay, opposite the Custom house.
RAMSGATE	- In the harbour.	Wemyss	- Within the bar, at the entrance of the river South Esk, which is called the Still.
Margate	- In the harbour.	Wemyss	- The harbour.
Sandwich	- At the entrance of the harbour.	Wemyss	- Port Glasgow Roads, or roadstead, commencing at the black and white chequered buoy, on the east point of the bank called the Ferch, distant from the harbour about 400 yards, and extending in a south-easterly direction by the course of the river Clyde to the old ruins called Newark Castle.
ROCHESTER	- The outer channel, and in Stag's Hole, in the inner channel.	Wemyss	- The harbour.
RYE	- In the open roadstead.	Wemyss	- The harbour of Stranraer.
Scarborough	- Entrance of the harbour, opposite the light-house, at the end of Vincent's Pier.	Wemyss	- The harbour.
SCILLY	- Near the entrance of the harbour, in the western branch, opposite the customs watch-house and Kington Wharf.	Wemyss	- Thurso Bay, within Holburn Head to the anchorage ground at Scorer Head.
SHREWSBURY	- In the open roadstead.	Wemyss	- Wick Bay, when abreast or within the headland called the Old Man of Wick.
SOUTHAMPTON	- Opposite the jetty, near the entrance of the harbour.		
SOUTHWOLD	- In the bay, opposite Cleveland Port.		
STOCKTON	- In the bay, within $\frac{1}{2}$ mile of St. Ives pier.		
St. Ives	- The same.		
Haile	- At the entrance of the harbour, near the watch-house on the South pier.		
SUNDERLAND	- In the harbour.		
SWANSEA	- Briton Ferry, near the entrance of Neath Bay.		
North	- Falmouth harbour.		
TAUNTON	- Between the entrance of the harbour and the Wells Quay.		
WELLS	- Weymouth Roads.		
WEYMOUTH	- The harbour.		
WHITBY	- In the harbour, between the tongue and bulwark.		
WHITEHAVEN	- In their respective harbours.		
Harrington	- At the lighthouses about 3 miles below the station at Sutton Wash.		
Workington	- Bawday Ferry, the entrance of the river Deben.		
Maryport	- Yarmouth Roads, between Nelson's monument and the haven's mouth — on the north, a short distance within the haven's mouth, at the S. E. angle of the river.		
WISSACE	- Yarmouth Roads, between Nelson's monument and the haven's mouth — on the north, a short distance within the haven's mouth, at the S. E. angle of the river.		
WOODBRIDGE	- Yarmouth Roads, between Nelson's monument and the haven's mouth — on the north, a short distance within the haven's mouth, at the S. E. angle of the river.		
YARMOUTH	- Yarmouth Roads, between Nelson's monument and the haven's mouth — on the north, a short distance within the haven's mouth, at the S. E. angle of the river.		

SCOTLAND.

ABERDEEN	- That part of Aberdeen Bay which falls within a line beginning at the easternmost point of the Girdle Ness, and running north 13 miles, to a point due east of the centre of the Broad Hill.	BALTIMORE	- At the entrance of the harbours of Castle Townsend, Baltimore, Crook Haven, and Bore Haven.
Peterhead	- The bay.	Belfast	- Garnoy Roads, in Belfast Lough.
Newburgh	- Within the river Ythan, opposite to the village Newburgh.	Belfast	- Port Rush Bay, outside the harbour.
Stonehaven	- Stonehaven Bay, within 800 yards of the entrance of the harbour.	COLERAINE	- Between the Spit buoy and the town of Cove.
AYR	- South Quay at Ayr.	CORK (Cove)	- Between Ferry Point to the southward and Horse Head to the north-west.
BANFF	- The Legal Quays.	Kinsale	- Upper Cove, on the eastern side of the harbour.
BORROWSTOWN	- The harbour.	Youghall	- Within the entrance of the harbour, between Blackhall Head to the eastward, and Ferry Point.
Inverkeithing	- The harbour.	DUNDEE	- North Crook, at the entrance of the Boyne.
CARNEGIE	- The harbour.	DUNDEE	- In the river Boyne, opposite Queenborough.
DUNDEE	- The harbour.	DUNDEE	- Pigeon-house, between the harbour light-house and the end of the North Wall.
Dunfermline	- The harbour.	DUNDEE	- Soldiers' Point.
Newburgh and Perth	- Caroline Roads, 11 miles to the eastward of the harbour of Dundee.	DUNDEE	- To the eastward, or under the shelter of, Mutton Island.
GLASGOW	- Entrance of the harbour.	DUNDEE	- Tarbert's Road, to the southward of Tarbert Island, in the county of Kerry.
GLASGOW	- Entrance of the harbour.	DUNDEE	- Greenacres, situate on the north side of Lough Foyle.
Alloa	- Alloa roadstead.	DUNDEE	- Warren Point Roads.
Kincardine	- Kincardine roadstead.	DUNDEE	- Ballyhenry Bay or Audley's Town Bay.
GREENOCK	- From Gravel Point, to the eastward of the town of Greenock, in the county of Ren-	DUNDEE	- Oyster Island.
		DUNDEE	- Anchorage of Killbegs.
		DUNDEE	- In the river, abreast of Ward Town-house.
		DUNDEE	- Moyle Pool.
		DUNDEE	- Killalea Pool.
		DUNDEE	- Passage.
		DUNDEE	- The harbour.
		DUNDEE	- The anchorage ground at Annagh Head, in Clew Bay.
		DUNDEE	- South Bay, about 10 miles from Westford.

IMPORTS AND EXPORTS.

1. Table exhibiting the different Countries to which Articles of the Produce or Manufacture of the United Kingdom have been exported during the Six Years ending with 1838, arranged in the Order of the Magnitude of the Exports to them; and specifying the average annual Amount of the Exports to each during the said Six Years, and the Portion of such Exports destined for each, supposing the whole Exports to be 1,000.

Countries.	Average annual Amount of Exports, 1833-38.	Average annual Proportion exported to each Country supposing the whole Exports to be 1,000.	Countries.	Average Annual amount of Exports, 1833-38.	Average annual Proportion exported to each Country supposing the whole Exports to be 1,000.
United States of America	8,285,288	181,260,779	Haiti	302,913	6,629,557
Germany	4,642,721	101,595,311	Mauritius	201,165	5,496,171
East India Company's territories and Ceylon	3,375,804	73,658,606	Egypt (ports on the Mediterranean)	208,877	4,570,795
British West Indies	3,182,632	69,666,491	Malta	164,632	3,602,594
Italy and the Italian Islands	2,738,161	59,918,379	Columbia	164,004	3,588,852
Holland	2,725,274	59,811,438	Prussia	152,726	3,342,059
Brazil	2,521,391	55,174,864	Denmark	115,113	2,475,819
British North American colonies	2,151,360	46,537,741	Ionian Islands	95,166	2,082,490
Russia	1,686,891	36,902,803	Sweden	90,813	1,987,234
France	1,494,997	32,705,531	Philippine Islands	84,821	1,856,115
Turkey and Continental Greece (exclusive of the Morea)	1,377,464	30,142,645	Norway	70,948	1,552,469
Portugal Proper	1,342,114	27,180,819	Azores	62,631	1,151,709
China	986,170	21,580,071	Madeira	40,851	893,930
Cuba and other Foreign West Indies	865,584	18,897,557	Syria and Palestine	37,016	810,010
Belgium	861,196	18,945,301	Canary Islands	35,911	785,829
New South Wales, Van Diemen's Land, and Swan River	844,100	18,471,194	Tripoli, Barbary, and Morocco	33,296	748,293
Chili	703,385	15,991,969	Morea and Greek Islands	23,375	511,508
States of the Rio de la Plata	679,872	14,577,441	St. Helena	21,253	465,073
Gibraltar	667,570	14,508,210	Guatemala	8,354	182,808
Peru	437,164	9,566,332	Arabia	3,935	86,108
Cape of Good Hope	428,659	9,380,220	Ports of Spain	5,290	117,994
Mexico	415,452	9,113,098	Isle of Bourbon	1,814	39,695
Sumatra and Java	381,647	8,351,470	Eastern coast of Africa	1,762	38,557
Western coast of Africa	356,952	7,811,077	New Zealand and South Sea Islands	786	17,400
Spain and the Balearic Islands	356,893	7,809,785	Cape Verd Islands	635	13,896
Isles of Guernsey, Jersey, Alderney, and Man	340,115	7,442,658	Ascension Island	179	3,905,917
			African Ports on the Red Sea	53	1,000,722
			Total	45,098,182	1,000,000,000

N. B. This Table is intended to be, and is, in fact, a supplement to that in the p. 678.

II. Account of the Quantities of the principal Articles of Foreign and Colonial Merchandise imported into, exported from, and retained for Consumption in, the United Kingdom, with Nett Produce of the Revenue accruing thereon, during the Years 1837 and 1838.

Description.	Quantities imported.		Quantities exported.		Quantities retained for Consumption.		Nett Revenue.	
	1837.	1838.	1837.	1838.	1837.	1838.	1837.	1838.
Asbes, pearl and pot. cwt.	147,329	127,101	14,810	5,097	128,098	122,590	£. 193	£. 233
Cocoa lbs.	2,853,000	4,096,409	935,276	639,287	1,416,613	1,601,787	13,922	15,385
Hooks and shells	511,757	384,842	-	-	481,170	421,548		
Coffee, viz.—							696,645	685,082
British plantation	15,184,413	17,436,623	329,017	93,257	17,138,158	15,493,639		
East India & Mauritius	9,050,003	8,415,593	1,380,255	846,578	9,205,634	10,863,843		
Foreign plantation	11,278,096	14,080,063	6,411,705	10,853,455	5,169	8,191		
All sorts	36,412,514	39,932,279	8,060,975	11,253,290	26,946,961	25,765,673		
Cork, unmanufactured	60,815	51,852	246	255	60,076	57,522	24,124	23,119
Cotton wool, from foreign countries, viz.—								
The U. S. of America lbs.	320,651,716	431,437,888						
Brazil	20,940,145	24,464,505						
Turkey, Syria, and Egypt	7,881,540	5,412,478						
Other foreign countries	4,616,829	4,759,680						
Total	354,090,220	466,074,551						
Cotton wool, from British possessions, viz.—								
East Indies and Mauritius, the growth of	51,577,141	40,229,495						
Foreign	56	569						
British West Indies, the growth of	1,199,162	928,425						
Foreign	396,540	600,931						
Other British possessions	23,654	16,606						
Total quantities	407,286,783	507,800,577	39,722,031	30,644,469	369,445,035	455,056,755	450,658	557,892
Indigo lbs.	6,545,873	7,004,996	5,587,561	5,143,891	2,226,194	3,003,730	29,869	38,819
Lac dye	1,011,674	1,025,952	135,959	400,937	425,335	575,089	1,140	1,692
Logwood	14,699	16,992	5,316	4,937	12,023	13,798	2,645	2,881
Madder	84,811	97,411	832	2,374	78,830	108,921	8,037	10,912
Madder roots	109,235	73,701	2	168	100,503	82,841	2,532	2,070
Flax and tow, or co.								
dilla of hemp and flax—	1,000,865	1,236,277	6,970	6,630	993,654	1,615,903	4,234	6,827
Currents	217,921	169,733	17,841	22,921	174,842	166,494	193,893	184,492
Lemons & oranges, chests	349,880	364,107	1,536	1,503	311,490	223,816	62,431	50,990
Raisins	160,260	195,466	11,265	15,653	152,162	185,174	114,098	116,330
Hats of straw	26,228	14,479	12,714	9,778	5,624	4,322	1,632	1,292
Wool of straw	30,862	40,110	7,546	11,626	23,962	34,662	20,003	29,038
Hemp, undressed	773,621	730,376	16,574	39,458	651,613	735,378	2,766	5,184

Table II. — continued.

Description.	Quantities imported.		Quantities exported.		Quantities retained for Consumption.		Net Revenue.	
	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.
Hides, untanned, viz. —								
Buffalo, bull, cow, ox, or horse	538,652	348,362	46,649	55,492	290,739	316,869	36,482	41,551
Hides, tanned, viz. —								
Buffalo, bull, cow, ox, or horse	87,678	165,935	19,903	121,142	65,995	20,362	814	246
Molasses	582,265	650,525	1,641	1,291	592,019	626,310	266,584	236,688
Oil, olive	1,731,314	2,006,110	209,472	200,763	1,496,636	2,006,146	94,986	45,416
— palm	225,337	222,312	16,732	8,829	211,919	272,991	18,299	17,102
— train, permaced, and blubber	21,803	28,281	593	1,192	20,878	26,806	14,370	6,603
Saltpetre and cubic nitre	249,993	298,553	36,959	68,889	240,222	290,890	6,539	7,504
Flax and linned	5,351,089	5,304,869	6,879	146,926	5,381,643	5,136,695	21,118	19,921
Tares	130,015	37,715	1,385	107,498	17,163	6,583	4,110	4,110
Silk, raw	4,146,481	3,456,959	345,971	134,483	3,590,103	3,569,816	15,454	15,386
Waste and knubs	945,281	945,595	21,268	32,284	867,456	952,305	289	427
Cocoa Beans	984,574	380,635	760,141	37,702	105,485	100,857	2,642	2,521
Pepper	5,291,923	5,682,342	4,769,592	5,077,109	2,693,075	—	65,691	—
Pimento	2,115,300	905,888	1,376,645	807,539	335,406	—	4,126	—
Sugar, viz. —								
West India, of British possessions	5,505,838	3,521,434	448,382	374,697	—	—	—	—
East India, of British possessions	—	—	—	—	—	—	—	—
West India, of foreign possessions	296,679	428,854	—	—	—	—	—	—
Mauritius	77,627	195,627	—	—	5,364,810	5,909,665	4,760,565	4,656,882
Foreign	587,961	604,671	—	—	—	—	—	—
Tallow	265,073	281,788	Refined actual weight.	237,807	293,546	—	—	—
Tin	1,314,649	1,122,449	52,375	12,513	1,289,514	1,160,167	203,977	185,669
Tea	36,975,981	40,413,714	4,716,248	2,577,877	30,625,806	32,551,528	3,223,840	3,566,086
Timber, viz. —								
Battens and bottom ends	15,983	18,020	128	95	14,451	17,640	133,806	161,112
Decks and deal ends	72,832	72,737	946	1,806	66,651	70,778	580,570	632,361
Masts, 6 and under 8 ins. in diameter	9,474	11,240	199	303	9,763	10,969	2,685	3,531
Masts, 8 and under 12 ins. in diameter	5,628	3,943	160	127	5,444	3,690	2,313	2,635
Masts, 15 ins. and upwards	4,273	4,539	19	75	4,077	4,393	4,571	6,494
Oak planks	1,968	2,996	6	—	2,199	3,899	8,813	15,532
Staves, 8 ins. sq. and upwards	85,721	78,181	1,636	1,876	84,454	75,461	51,695	58,738
Oak	579,960	647,061	846	545	581,059	633,899	456,416	572,990
Unenumerated	31,656	34,890	2	—	30,940	26,155	41,492	46,766
Walnut logs	46,484	43,415	80	45	46,026	43,523	13,073	10,976
Tin	5,293	3,737	8	—	4,020	4,518	10,988	12,363
Tobacco, viz. —	29,102	30,722	29,216	29,034	2	72	6	61
Unmanufactured	27,144,107	30,162,024	17,341,587	11,640,495	22,321,489	25,149,726	5,417,663	5,561,812
Manufactured or cigars	632,186	1,445,084	302,869	652,926	144,285	189,716	—	—
Wine, viz. —	4,153	557	5,472	791	551	294	—	—
Cape	618,105	342,373	6,766	2,712	500,727	538,292	68,884	74,037
French	725,140	514,129	106,935	131,825	426,594	417,281	120,286	113,992
Portugal	2,695,265	3,133,723	199,518	2,560,853	2,900,437	3,453,283	797,353	797,353
Madeira	289,400	364,920	148,107	139,113	111,378	110,294	—	30,398
Spanish	2,802,585	5,375,847	492,545	663,243	2,378,263	2,497,538	1,497,907	685,813
Other sorts, including wine mixed in bond	904,885	857,491	381,122	406,368	502,319	526,173	—	144,645
All sorts	8,053,480	8,518,484	1,334,795	1,588,427	6,391,531	6,990,471	1,687,097	1,846,057

III. An Account on the Official Value of the Imports into and Exports from the United Kingdom, from and to all Countries, for the Year ending 5th January, 1855, with the Declared or Real Values of the Exports for the Years ended 5th January, 1835 and 1836, distinguishing each Country, and British and Colonial and Foreign Produce.

Names of Countries.	Official Value of Imports into the United Kingdom, 1854.	Official Value of Exports from the United Kingdom, 1854.			Declared Value of British and Irish Produce and Manufactures exported from the U. K. in 1854.	Declared Value of British and Irish Produce and Manufactures exported from the U. K. in 1855.
		British and Irish Produce and Manufactures.	Foreign and Colonial Merchandise.	Total Exports.		
EUROPE.						
Russia	4,128,844	1,867,228	776,959	2,644,187	1,382,500	1,752,275
Sweden	226,542	92,656	50,451	142,507	65,094	105,156
Norway	85,774	100,096	46,184	146,210	61,988	79,278
Denmark	551,816	194,438	49,844	244,282	94,595	107,979
Prussia	725,888	176,263	332,826	509,089	136,423	188,273
Germany	1,437,977	8,935,207	1,518,966	10,454,173	4,547,166	4,602,960
Holland	1,105,676	3,864,817	1,500,118	5,469,335	2,470,267	2,648,402
Belgium	504,239	1,137,165	1,686,207	2,823,372	750,009	818,487
France	2,808,256	1,280,667	546,924	1,827,591	1,116,885	1,455,636
Portugal, Proper	691,410	3,519,553	231,460	4,051,013	1,600,123	1,554,396
Azores	15,175	130,325	12,455	142,880	63,272	49,717
Madeira	25,231	66,963	25,613	90,576	38,455	40,082
Spain and the Balearic Islands	971,808	386,575	102,266	548,541	325,907	405,065
Canary Islands	75,784	68,676	17,968	86,641	30,686	24,308
Gibraltar	47,556	1,211,782	211,384	1,423,166	460,719	602,580
Italy and the Italian Islands	1,199,210	6,531,166	1,918,981	8,050,147	5,282,777	2,426,171
Malta	14,956	504,032	85,373	589,425	242,696	136,925
Ionian Islands	207,393	180,874	53,365	241,229	94,498	107,804
Turkey and Continental Greece, exclusive of the Morea	741,280	2,467,944	287,505	2,725,429	1,207,941	1,331,669
Morea and Greek Islands	43,567	65,377	32,882	98,539	37,179	29,634
Islands of Guernsey, Jersey, Alderney and Man	231,996	412,163	154,739	546,902	360,491	351,612
AFRICA.						
Egypt (ports on the Mediterranean)	32,321	345,709	8,274	353,883	158,877	269,225
Tripoli, Barbary, and Morocco	128,243	46,074	33,264	79,438	14,823	29,040

were involved in the latter part of 1836 and 1837, through the previous abuse of credit, and the revulsion occasioned by the universal stoppage of the banks. It was clear, that how severe soever in the meantime, any check to commerce originating in such circumstances would be of a temporary description; and, in point of fact, its influence soon ceased to have any very perceptible operation, and our exports to the United States were, in 1838, almost as large as ever.

But this is not all. Since the foregoing tables were published, an account has been printed exhibiting the declared value of the principal articles of native produce and manufacture exported from the United Kingdom in 1839. We subjoin this account, and it is seen from it, that the increase in the value of the exports of the 19 articles which it embraces in 1839 over the value of the same articles exported in 1838, amounts to nearly 2,000,000*l*.

Account of the declared Value of the principal Articles of British and Irish Produce and Manufacture exported in the Years ending the 5th of January, 1839 and 1840.

Articles.	1838.	1839.
Coal and culm	<i>£</i> 485,590	<i>£</i> 543,156
Cotton manufactures	16,715,837	17,694,305
yarn	7,431,869	6,857,826
Earthenware	651,344	768,496
Glass	377,283	371,870
Hardware and cutlery	1,498,327	1,819,000
Linen manufactures	2,730,272	3,422,488
yarn	835,163	914,607
Metals, viz.— Iron and steel	2,336,092	2,702,738
Copper and brass	1,221,732	1,293,977
Lead	154,125	125,640
Tin, in bars, &c.	101,846	112,620
Tin plates	436,577	365,442
Salt	225,456	219,069
Silk manufactures	777,280	865,768
Sugar, refined	655,247	815,738
Wool, sheep's or lambs'	434,006	361,829
Woolen yarn	384,535	401,188
Woolen manufactures	5,795,069	6,278,099
Total of the foregoing articles	43,344,631	45,281,254

It is obvious, therefore, that the statements that have recently been put forth with so much misplaced confidence, as to the injurious influence of foreign competition on our trade, and the consequent decline of our exports, are not mere exaggerations, but are wholly without any real foundation. The competition of Saxony, Rhenish Prussia, and Belgium, is represented as the most formidable; and if we might credit the statements put forth at public meetings, and circulated by the press, as to the wonderful progress of manufactures in these countries, and the destructive influence of the Prussian League on our trade, it might be supposed that our exports to Germany had been reduced to little or nothing. But, how stands the fact? The declared value of our exports to Prussia, Germany, Holland, and Belgium, since 1830, has been —

	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.
	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>
Prussia	177,923	192,816	238,556	144,179	136,423	188,273	160,722	121,536	12,223
Germany	4,465,605	3,642,952	5,068,997	4,355,548	4,547,166	4,602,966	4,463,729	4,896,016	4,988,900
Holland				2,181,493	2,470,257	2,648,402	2,509,622	3,040,029	3,569,429
Belgium				886,429	780,089	818,487	839,276	804,917	1,068,010
Totals		5,918,304	8,116,951	7,568,049	7,903,915	8,258,128	7,973,249	8,874,482	9,761,562

It appears, therefore, that so far from there having been any falling off in our trade with Germany, and the countries through which Germany is supplied with manufactured goods, our exports to them have decidedly increased, and are greater at this moment than they were before the League was organised, or those improvements of which we have heard so much, had made any progress. It is not the competition of the foreigner but of the home manufacturers against each other, that reduces prices and profits, and gives rise to perpetually recurring complaints of the decay of trade. Provided tranquillity be maintained at home, and Britain continue to be exempted from that political agitation that is the bane of industry and the curse of every country in which it prevails, we have nothing to fear from foreign competition. Our natural and acquired advantages for the prosecution of manufactures and trade, are vastly superior to those of every other country; and though foreigners do excel us in a few departments, and may come to excel us in others, so that the character and channels of our trade may, in consequence, be partially changed, there is not so much as the shadow of a foundation for supposing that its amount will be at all affected. On the contrary, it is all but certain that it will continue to augment with the augmenting wealth and population of the innumerable nations with which we have commercial relations.

But it has been said, that though the declared value of our exports in 1839 be considerably greater than in 1838, the quantities of raw cotton, foreign wool, &c. entered for home consumption in 1839 were decidedly less than in 1838; and that, consequently,

the extension of the export trade has been owing to the decline of the home demand for manufactures, originating in the depressed state of the manufacturing population. But we doubt whether there be much in this. The quantity of any article entered for home consumption is a totally different thing from the quantity *actually consumed*; and it is this only that is of the least importance. Now it is plain, that to determine the quantity consumed, we must not only know the quantities entered for consumption, but we must further know the stocks on hand at the beginning and end of the year; and before it can be truly affirmed that there has been any decline in the consumption of cotton goods, it would be necessary to know whether the stocks of such goods in the manufacturers' and dealers' hands had increased or diminished.

It appears from the *Parl. Paper*, No. 80, sess. 1840, that the cotton entered for consumption, in 1838, amounted to 460,756,013 lbs., whereas in 1839 it only amounted to 355,781,960 lbs., being a decline of about 105,000,000 lbs. But the actual consumption did not fall off in any thing like this proportion: on the contrary, it is stated in the most valuable document published on the state of the cotton trade—the annual circular of Messrs. Holt & Co. of Liverpool, for the 31st of December, 1839 (*anté*, p. 441.)—that the consumption of cotton in 1838 amounted to about 416,700,000 lbs., and in 1839 to about 381,700,000 lbs., being a decline of only 35,000,000 lbs., which was wholly owing to the increase in the price of raw cotton; and we have been assured by those well acquainted with the facts, that this diminution of the consumption has been fully balanced by a proportionate diminution of the stocks of manufactured goods held by the manufacturers and dealers; so that it would appear that the supposed decrease of the home demand is about as visionary as the supposed disastrous influence of Prussian and Saxon competition. The decline in the entries of foreign sheep's wool in 1839, as compared with 1838, is too inconsiderable to deserve notice; but, such as it is, it is certainly to be accounted for in the same manner.

No doubt, however, there has been considerable mercantile and manufacturing distress during the last twelve months; but its extent has been ridiculously exaggerated, and it is besides clear that foreign competition had nothing to do with it. The distress that has existed is wholly, or almost wholly, ascribable to domestic causes—to the rise in the rate of interest, and the pressure on the money market, occasioned by the abuses that periodically and necessarily grow out of our vicious banking system, and to the indifferent harvests of 1838 and 1839. But the reader may be assured that there is nothing in the situation of the manufactures and commerce of the country that should excite any alarm.

Although, however, we attach no weight to the exaggerated and unfounded statements that have been so perseveringly circulated as to the decay of trade, we are not certainly of the number of those who think that no change should be made in the commercial policy of the country, or that it may not be very materially improved. Restrictive regulations and oppressive duties, though much diminished of late years, still continue to exert a very powerful and mischievous influence over many departments of industry; and are, in fact (supposing tranquillity to be preserved), the only thing from which it is at all reasonable to apprehend any serious injury. It is in all respects of the utmost importance that every practicable effort should be made for their modification and reduction. They not only diminish exportation, by diminishing importation, but inflict a grievous injury on the consumer, without producing any corresponding advantage to the revenue, to which, indeed, they are decidedly hostile. Perhaps, however, their worst effect consists in the handle and pretence which they afford for all sorts of misrepresentation and abuse. This has been strikingly evinced in the recent discussions as to the Corn Laws. All parties, manufacturers, and agriculturists, seem generally to entertain the most erroneous notions as to the influence of these statutes. The truth is, that, in ordinary years, it is now, thanks to the spread of agricultural improvement, all but imperceptible. During the six years ending with 1837, the average price of wheat in Great Britain was 50s. 2d. a quarter; and we are bold to say, that not a tittle of evidence has been, or can be produced, to show that this price would have been reduced 5s. a quarter had the ports been all the while open to unconditional importation from abroad. Hence, were our manufactures really declining, or in a perilous state, which happily they are not, it is idle to suppose that this decline or danger could be obviated by the repeal of the Corn Laws. The influence of the latter is now little felt, except in unfavourable years, when the home crops are deficient; but then it is extremely injurious. This arises not only from the restrictions which they lay on importation at the time, but also from the discouragement which they give to warehousing in ordinary years, and, consequently, forcing the required supply to be suddenly introduced, to the great derangement of the ordinary channels of trade and of the currency. Such a state of things should not be allowed to exist; and seeing that the agriculturists have really nothing to fear from the opening of the ports, sound policy would suggest that foreign corn should be admitted at all times for home consumption, under such a reasonable

constant duty (5s. or 6s. on wheat, and other grain in proportion) as may be required, to countervail the burdens peculiarly affecting the land. The exclusion of foreign sugar, and the regulations as to the timber trade, are productive of nothing but mischief, and have not, in fact, a single redeeming quality about them: their effect is to add very materially to the price of a most important necessary of life, and of our houses, ships, and machinery, and to deprive the Treasury of at least 1,500,000*l.* a year of revenue. But were the corn laws and those relating to timber and sugar placed on a proper footing, and some of the more oppressive duties in our tariff, as those on brandy and holland, adequately reduced, the foreign competition to which we might be exposed would be productive of nothing but advantage. Such competition is, in reality, the vivifying principle of industry, *curis acuens mortalia corda*. It gives a new stimulus to the inventive powers; at the same time that it supplies new products and new modes of enjoyment to reward the labour of the industrious. It must ever be borne in mind, that the amount of the exports from a country always depends upon, and is, in fact, measured by, the amount of its imports; and while the magnitude of the latter continues to increase, and we freely open our ports to the products of all countries and climates, we may be sure that our exports will equally increase, and be found in every market.

LAMAR, formerly **COMISA**, a sea-port of the republic of Bolivia, the *ci-devant* Upper Peru, on the west coast of South America, in lat. 22° 39' 30" S., long. 70° 12' W. Population, 2,000. ?

In 1833 Lamar was declared a free port, and in it centers almost the whole foreign trade of the republic. Its situation is, however, very unfavourable. It labours under a great want of fresh water; and is obliged to import all its provisions by sea, either from Valparaiso, on the one hand, or from Arica, on the other. The desert of Atacama lies between it and the internal and populous part of the country, where the towns of Potosi, Cochabamba, Charcas, &c. are situated. The produce imported at Lamar is conveyed across the desert on the backs of mules to the interior; the gold and silver of the mines being brought in the same way to the port to be shipped. These, with copper, saltpetre, and chinchilla skins, form the principal articles of export. Saltpetre is found in large quantities in the desert; the copper is found near the coast, and, owing to the scarcity of fuel, most part of it is exported in the shape of ore.

Peru possesses a long narrow slip of land, stretching along the coast of the Pacific from Arequipa to the Bay of Pica, which ought naturally to belong to Bolivia, being, in fact, the *litoral* of the latter. The Bolivian government has set on foot various negotiations to obtain the cession of this tract, which, besides greatly improving the frontier of the republic, would, at the same time, render her mistress of Arica, which is, in all respects, much better fitted than Lamar for becoming the entrepôt of her trade. Hitherto, however, these negotiations have proved abortive, so that, as already stated, Lamar at present engrosses the whole foreign trade of the state.

We subjoin the decree constituting Lamar a free port:—

1. From and after the 1st of July of this present year, 1833, Port Lamar shall be absolutely free and open.
2. Vessels of every nation may enter this port and remain as long as they please, without being subjected to any tax whatever, either on entrance, or during their stay, or on their departure.
3. They shall be free from all duties of anchorage, tonnage, shifting, unloading, or reloading of cargo, deposit, storage, or any sort of whatever denomination.
4. Goods may be deposited in private warehouses, without any intervention on the part of the government.
5. The custom-house of Port Lamar is suppressed. In its stead will be a commissioner's office, for the purpose of distributing permits for the transportation of goods into the interior.
6. Whenever goods are to be sent into the interior, they must first be submitted to the commissioner, together with the invoice corresponding.
7. The commissioner will register them in a book, together with their valuation made by two merchants of the place, and the names of their owners, of the person of whom, and the place where they are to be sent. This is to be signed by the person entering the goods, who at the same time binds himself to have them transported direct to the custom-house for which they are destined, without opening any of the cases, bags, or other envelopes, each of which shall be sealed, marked, and numbered before departure. These points are to be expressed in the permit.
8. The commissioner shall by the earliest post send a notice to the collector of the custom-house for which any merchandise is destined, specifying the numbers, characters, quantities, and qualities of the several articles.
9. The goods must not be carried by any unaccustomed roads, but only through Calama and the public thoroughfares; and whenever they pass through any place at which a guard or commissioner is stationed, the permits must be exhibited, in order that their arrival with their seals unbroken may be ascertained.

10. Merchants, either in person or by a representative, must produce to the commissioner of the port a certificate of the delivery of the goods at the custom-house for which they are destined within 6 months from the day of their entry; in case they do not, they must at the end of that period pay the whole of the duties on them.
 11. From and after the 1st of July, 1833, all goods entered at Port Lamar shall pay a duty of only 5 per cent. over and above that of half per cent. to the consular.
 12. The duty of 5 per cent. shall be paid thus: at the port 2 per cent. on the valuation made as aforesaid; and the other 3 at the custom-house in the interior for which the goods are destined. In each case one half at the end of 3, the other half the end of 5 months.
 13. All goods carried from Port Lamar by land to any of the adjoining republics shall only pay a transit duty of 2 per cent.
 14. A duty of 2 per cent. shall be paid on three fourths of all gold and silver money entered at any of the custom-houses in the interior for exportation through Port Lamar.
 15. It is absolutely prohibited to export gold or silver, in bullion or plate, except in small quantities for the use of the person carrying it out. It will be seized wherever it is found on this side the districts of San Antonio, San Vicente, Ataca, Agua de Castilla, Lequepate, or the line of the canal.
 16. All hardware for agriculture and mining, machinery, instruments of science or the arts, iron, steel, quicksilver, and moral books, may be introduced free of duty into the republic, and productions of Bolivia may be exported likewise free.
 17. A premium of 3 per cent. on their value shall be allowed on the exportation through Port Lamar, of caucalcia, wool, tin, cocon, and coffee, in the shape of remission from duties to the amount on goods carried into the interior from the same port.
- The remaining articles of the Decree are of a purely local nature.

(See *Digest of Commercial Regulations published by the Government of the United States*, vol. iii. p. 443. *Baldi, Abrégé de la Géographie*, p. 1106, &c.)

LIGHT-HOUSES.—The following important regulations, in respect of light-houses, are embodied in the act of last session, 6 & 7 *Will. 4. c. 79*.

All English Lights to be subjected to the Control of the Trinity House.—Provision is made by this act for placing all light-houses, floating lights, harbour lights, buoys, beacons, &c., on and round the coasts of England and Wales, under the control and management of the Trinity House; and also for placing all light-houses, &c. on the coasts of Scotland and of Ireland respectively under the control and management of the Commissioners of Northern Lights and of the Commissioners for Improving the Port of Dublin. —(§ 1.) In furtherance of this object, and to attain that uniformity of management that is so desirable, the property of all light-houses (Dungeness, Harwich, Wintertonness, Hunstanton, and Orfordness. *Dict. p. 730.*), held under lease from the crown, is vested in the Trinity House, subject to the existing leases. Provision is also made in the act for enabling the Trinity House to purchase up the reversion of

the leases granted by them of the Longships and Smalls lights, and the property and interest of the owners or parties having the management of the Skerries, Spurn Point, and Tinnmouth light-houses. Should the Trinity House, and the parties interested, not be able to agree as to the sum to be paid the latter, the matter, in all such cases, is to be referred to the decision of a jury, the method of whose proceeding is pointed out in the act. It is also enacted that no new light-houses shall in future be erected on the Scotch or Irish coasts, without the approval of the Trinity House having been previously obtained; and that the officers of the latter shall have power at all times to enter upon and examine such Scotch and Irish lights. — (§§ 2, 3, 4, &c.)

Duties on account of Scotch Lights. — It is enacted that from and after the 1st of January, 1837, all British ships, and all foreign privileged ships, not wholly in ballast, shall pay 1d. per ton each time of passing each light on the coasts of Scotland, with the exception of the Bell Rock light, the charge on passing which is 1d. per ton. — (§ 40.)

Extra Duties on Foreign Ships privileged. — These are no longer to be paid out of the customs' duties to the Trinity House, the Commissioners of Northern Lights, or the Commissioners for Improving the Port of Dublin — (§§ 31, 41.)

Heligoland Light. — From the 31st of December, 1836, foreign ships clearing out from any British port to any port or place within or near the rivers Elbe and Weser, are to be charged 1d. per ton, on account of the Heligoland light; and, from the same date, foreign ships, arriving at a British port from within the above-mentioned limits, are to be charged the like sum of 1d. per ton for the said light. — (§ 36.)

The following particulars, as to the principal British and Irish light-houses, have been taken from the Official Statement issued by the Admiralty.

I. ENGLISH LIGHT-HOUSES.

Name of Light.	Place whereon Light-house stands.	Number of Lights.	Description of Light.	Time of Revolution or Flash.	Distance in Miles as well as in Fathoms, in clear Weather.	Colour of Light-house, or its Appearance by Day.	Height of Lighthouse above the Sea at High Water, in Feet.	Height of Building in Feet.	Position.	
									N. Latitude.	Longitude.
Scilly.*	Highest part of St. Agnes Island.	1	Revolving.	Every minute.	17	White.	138	53	49 53 57	6 19 23 W.
Longships.*	Longships Rock, Land's End.	1	Fixed.	-	14	Stone.	88	16	50 4	5 44
Lizard.*	Lizard Point.	2	Fixed.	-	20	White.	E. 221 W. 224	Both 45	49 57 18	5 10 39
Eddystone.*	Eddystone Rock.	1	Fixed.	-	13	Stone.	72	72	50 10 54	4 15 3
Casquets.*	Casquet Rocks.	3	Revolving.	Every 15 seconds.	13	Stone.	80	One + 5, the others 38	49 48 17	2 23 54
Portland.*	Bill of Portland.	2	High light revolving, low light fixed.	Every 2 minutes.	19 13	White.	198 151	55 70	50 51 22	2 26 49
Hurst.	Hurst beach.	2	Fixed.	-	12 9	Red.	Highest 66, lowest 29	60 25	50 42 23	1 32 50
Needles.*	Needles Point, Isle of Wight.	1	Fixed.	-	28	White.	469	26	50 39 53	1 33 55
Owers, floating.	E. end of the Owers shoals, coast of Sussex.	1	Fixed.	-	9	Carries a flag.	26	-	50 41	0 39
Beachy Head.*	Beletout Cliff.	1	Revolving.	Every 2 minutes.	28	White.	285	20	50 44	0 13 E.
Dungeness.*	Dungeness Point.	1	Fixed.	-	20	Bright red.	92	86	50 56	0 37 18
Dover.	South pier.	2	Fixed.	-	12	White.	60	12	51 7	1 18
South Foreland.*	South Foreland.	2	Fixed.	-	20	White.	380	41	51 8	1 22
South Sand Head, floating.	South end of the Goodwin Sands.	1	Fixed.	-	10	Carries a flag.	35	-	51 10	1 27
Gull, floating.	Western edge of the Goodwin Sands.	2	Fixed.	-	7	Carries a flag.	14	-	51 17	1 30
Goodwin casting.	North Sand Head.	3	Fixed.	-	9	Has 3 masts, and carries a flag.	Main-mast 35, the others 23	-	51 19	1 35
Ramsgate.	South Pier Head.	1	Fixed.	-	6	White.	-	-	51 20	1 26
North Foreland.*	North Foreland.	1	Fixed.	-	22	White.	340	50	51 22	1 27
Nore, floating.	East end of the Nore Sands.	1	Fixed.	-	10	Carries a flag.	33	-	51 29	0 48
Harwich.	Harwich.	2	Fixed.	-	12	Highest grey brick, lowest white.	68 27	68 25	51 56 59	1 17 8
Gallop, floating.	West end of the Gallop Shoal.	1	Fixed.	-	10	Carries a flag.	32	-	51 46	1 54
Sunk, floating.	East end of the sunk sand off Harwich.	1	Fixed.	-	9	Carries a flag.	30	-	51 47	1 29
Orford.*	Orfordness.	2	Fixed.	-	22	Stone.	-	85	52 4 20	1 54 15
Lowestoffe.*	Lowestoffe.	2	Fixed.	-	16	Stone.	119	55	52 29 10	1 45 14
Winterton.*	Winterton Point.	1	Fixed.	-	20	Stone.	38	-	52 52 45	1 41
Halsborough, floating.	North end of Halsborough Sand.	2	Fixed.	-	9	Carries a flag.	37	-	52 57	1 38
Halsborough.*	Near Halsborough.	2	Fixed.	-	17	Red.	157	77	52 49	1 31
Cromer.*	Foulness, near Cromer.	1	Revolving.	Every 2 minutes.	13	Stone.	100	63	52 55 20	1 19 30
Chapel.*	Hunstanton Point.	1	Fixed.	-	14	White.	85	30	52 57 8	0 29 41
Lynn Well, floating.	Off the hook of the Long Sand, Lynn Deep.	2	Fixed.	-	10	Carries a flag.	32	-	53 1	0 26
Dudgeon, floating.	Dudgeon Shoal.	1	Fixed.	-	10	Carries a flag.	33	-	53 16	0 57
Spurn, floating.	Off Spurn Point, River Humber.	1	Fixed.	-	9	Carries a flag.	30	-	53 34	0 13
Spurn.*	Spurn Point.	2	Fixed.	-	15 12	Highest dark brick, lowest dark red.	100 50	90 44	53 34 44	0 7

English Light-Houses—continued.

Name of Light.	Place whereon Light-house stands.	Number of Lights.	Description of Light.	Time of Revolution or Flash.	Height of Light-house, or its Appearance by Day.	Height of lantern above the Sea at High Water, in Feet.	Height of Building in Feet.	Position.	
								N. Latitude.	Longitude.
Flamborough.*	Flamborough Head.	1	Revolving.	Every 2 minutes.	18	White.	72	54 7	0 5 W.
Scarborough.	Vincent's Pier Head.	1	Fixed.	-	11	White.	41	54 17	0 23
Whitby.	West Pier Head.	1	Fixed.	-	13	Yellowish stone.	60	54 30	0 37
Sunderland.	North and South Piers.	2	Fixed.	-	N. 20 S. 0	Yellow.	73	54 55	1 22
Tyne.	Front of Dock Wray Square; lowest near Clifford's Fort.	2	Fixed.	-	15	White.	52 23 153 76	55 0	1 26
Tynemouth Castle.*	Tynemouth Castle Yard.	1	Revolving.	Every minute.	18	Stone.	148	55 1	1 25
Outer Fern.	Longstone Rock.	1	Revolving.	Every 1 minute.	15	Stone.	74	55 59	1 58
Inner Fern.	S. W. point of Great Fern Island.	2	Highest revolving, lowest fixed.	Every 1 minute.	14	Stone.	Revolving 81, the other 40	55 57	1 40
Berwick.	East end of the Pier.	2	Fixed.	-	12	Stone.	44 24	55 46	1 58
St. Bees.*	St. Bees Head.	1	Fixed.	-	14	White.	553	54 31	3 39
Walney.*	South point of Walney Island.	1	Revolving.	Every 5 minutes.	15	Stone.	70	54 4	3 12
Formby.*	Formby Point.	1	-	-	12	-	-	55 52 21	3 5 54
Black Rock.	Rock Point, entrance of the Mersey.	1	Revolving.	Every minute.	15	White.	88	55 26 43	3 2 36
Leasowe.	On the shore, between the Mersey and Dee.	1	Fixed.	-	16	White.	118	55 24 49	3 7 27
Bidston.	Bidston Hill.	1	Fixed.	-	20	Stone.	500	53 24	3 4
Upper Hoylake.	Hoylake.	1	Fixed.	-	10	Brick.	56	53 24	3 11
Lower Hoylake.	Hoylake.	1	Fixed.	-	9	Brick.	34	53 28	3 17
Liverpool, floating.	At the entrance of the Horse Channel.	3	Fixed.	-	9	Carries a flag.	36	-	-
Air.*	Point of Air.	2	Fixed.	-	11 7	Striped red and white, horizontally	49 12	53 21 26	3 19 14
Lynas.*	Point Lynas, Isle of Angsea.	2	Fixed.	-	12	Brick.	80	55 25	4 17 16
Sherries.*	Island of Sherries.	1	Fixed.	-	117	White.	54	53 25	4 35
South Stack.*	South Stack Rock, off the N. W. point of Holyhead Island.	1	Revolving.	Every 2 minutes.	19	Stone.	201	53 18	4 41
Bardsey.*	Bardsey Island.	1	Flashing.	-	17	Stone.	141	52 45	4 47
Smalls.*	Smalls Rock.	1	Fixed.	-	15	Red.	70	51 43	5 40
Milford.*	St. Ann's Point.	2	Fixed.	-	19	White, red top.	192 159	51 41	5 10 25
Caldy.*	Caldy Island, south point.	1	Fixed.	-	20	Grey stone, red top.	210	51 37 56	4 40 57
Mumbles.*	Mumbles Head.	1	Fixed.	-	15	White.	14	51 34 3	5 58 10
Swansea Pier.	Western Pier Head.	1	Fixed.	-	3	White, black top.	28	50 51 37	5 56
Nash.*	Nash Point.	1	-	-	-	-	-	51 24	5 33
Usk.*	West side of the entrance to the Usk.	1	Fixed.	-	10	Stone.	39	51 52	5 0
Flatholm.*	Flatholm Island, south point.	1	Fixed.	-	17	White, red top.	156	51 22 35	5 7 3
Lundy.*	Lundy Island.	2	Upper revolving, lower fixed.	Every 45 seconds.	30 28	Stone.	542 470	51 10 7	4 40 15

Those marked * are what are called first-class lights.

II. SCOTCH LIGHT-HOUSES.

Inchkeith.*	Highest part of Inchkeith Island.	1	Revolving.	Every minute.	20	Stone.	280	56 2	5 8 W.
Isle of May.*	Highest part of Isle of May.	1	Fixed.	-	21	Stone.	240	56 11	2 35
Bell Rock.*	Bell Rock.	1	Revolving.	Every 2 minutes.	14	White.	90	56 26	2 25
Dundee Ferry.	On the ferry piers.	3	Fixed.	-	24	White.	10 16	56 28	2 58
Buttouness.*	Buttouness.	2	Fixed.	-	9	White.	85 70	56 28	2 45
Airthroath.	Northern Pier.	1	Fixed.	-	12	White.	65	56 33	2 56
Montrose.	North side of the entrance.	2	Fixed.	-	8	White.	35 45	56 42	2 27
Aberdeen.	Head of the North Pier.	1	Fixed.	-	4	Red.	20	57 9	2 4
Girdleness.*	Girdleness.	1	-	-	-	-	-	57 8	2 5
Buchanness.*	Buchanness.	1	Flashing.	Every 5 seconds.	13	Stone.	130	57 28	1 46
Kinnaird.*	Kinnaird Head.	1	Fixed.	-	16	Stone.	130	57 42	2 1
Tarbet.	Tarbetness.	1	Intermittent.	Every 3 minutes.	18	Stone.	175	57 51	5 48
Dunnet.*	Dunnet Head.	1	Fixed.	-	24	Stone.	340	58 40	3 22
Pentland Skerries.*	Largest of the islands.	2	Fixed.	-	12	Stone.	100 50	58 41 38	2 55
Start.*	Start Point, Sandy Island, Orkney.	1	Revolving.	Every minute.	15	Stone.	100	59 18	2 24
Sumburgh.*	Sumburgh Head, Shetland.	1	Fixed.	-	24	Stone.	300	59 51	1 16
Cape Wrath.*	Cape Wrath.	1	Revolving.	Every 2 minutes.	21	White.	400	58 37	5 0
Glas.*	N.E. point of Island Glas, Harris Isles.	1	Fixed.	-	15	Stone.	130	57 52	6 53

Scotch Light-Houses — continued.

Name of Light.	Place whereon Light-house stands.	Number of Lights.	Description of Light.	Time of Revolution or Flash.	Distance in Miles which may be seen in clear weather.	Colour of Light-house, or its Appearance by Day.	Height of Lantern above the Sea at High Water, in Feet.	Height of Building in Feet.	Position.	
									N. Latitude.	Longitude.
Bara Head.*	Bernera Island.	-	-	-	-	-	-	-	56 48	7 38
Lismore.*	Lewis Islands.	1	Fixed.	-	15	-	103	-	56 20	5 38
Rhinns of Ilay.*	Mousdale Island, Argyll.	1	Flashing.	Every 12 seconds.	18	Stone.	150	80	55 41	6 29
Kintyre.*	Oversey Island, near Ray.	1	Fixed.	-	22	Stone.	297	28	55 19	5 49
Fiadda.*	S. W. Headland of Kintyre.	2	Fixed.	-	15	Stone.	130	80	55 25	4 9
Cumbræ.*	Fiadda Island, off S.W. point of Arran Island.	1	Fixed.	-	12	Stone.	77	27	-	-
Toward.*	Little Cumbræ Island.	1	Fixed.	-	15	White.	106	28	55 45	4 55
Clough.*	Toward Point.	1	Revolving.	Every minute.	11	White.	53	44	55 52	4 57
Clough.*	Clough Point.	1	Fixed.	-	12	White.	76	76	55 58	4 52
Corsewall.*	Corsewall Point.	1	Revolving.	Every 2 minutes.	18	Stone.	112	92	55 1	5 10
Mull of Galloway.*	South point of Wigtonshire.	1	Intermittent.	Every 3 minutes.	21	Stone.	325	70	54 38	4 52
Saterness.*	Saterness Point.	1	Fixed.	-	10	White.	50	-	54 53	5 37

IRISH LIGHT-HOUSES.

Cape Clear.*	Cape Clear Island.	1	Revolving.	Every 2 minutes.	23	White.	455	42	51 26 3	9 29 20
Kinsale.*	Old Head of Kinsale.	1	Fixed.	-	23	White.	294	42	51 36 45	8 32 16
Cork Harbour.*	Roche's Point.	1	Fixed.	-	14	White.	92	26	51 48	8 14
Hook Tower.*	Hook Head, E. side of entrance to Waterford.	1	Fixed.	-	17	White.	139	110	52 7 25	6 55 58
Duncannon.	Duncannon Fort, entrance to Waterford, E. side.	2	Fixed.	-	6	White.	40	25	52 13	6 56
Dunmore Harbour.	Pier Head, W. side of entrance to Waterford.	1	Fixed.	-	8	White.	44	36	52 10	6 58
Coningbeg, or Saltees, floating light.*	Off Coningbeg Rock.	2	Fixed.	-	9	Carries a flag.	25	81	52 3	6 37
Tuskar.*	Tuskar Rock.	1	Revolving.	Every 2 minutes.	15	White.	101	-	52 12 9	6 12 37
Arklow floating light.*	South end of Arklow Bank.	1	-	-	8	Carries a flag.	25	-	52 44	5 48
Wicklow.*	Wicklow Head.	2	Fixed.	-	21	White.	250	58	52 58	5 57
Kingstown Harbour.	East Pier.	1	Revolving.	Every minute.	16	Brown.	121	29	53 18	6 9
North Wall.	End of North Dublin Quay.	1	Fixed.	-	9	Granite.	33	28	53 21	6 15
Poolbeg.*	End of S. wall, at the entrance to Dublin Harbour.	2	Fixed.	-	15	Stone.	68	63	53 20 32	6 10 13
Kish, floating light.*	Off north point of Kish Bank.	3	Fixed.	-	-	Carries a flag.	25	-	53 19	5 58
Howth Bailly.*	Howth Bailly Point, N. side of Dublin Bay.	1	Fixed.	-	17	White.	114	42	53 22	6 4
Howth Harbour.	End of East Pier.	1	Fixed.	-	11	White.	45	37	53 23	6 5
Balbriggan Harbour.	Pier, larboard hand in entering.	1	Fixed.	-	11	White.	35	35	53 37	6 12
Carlingford.*	Howth Harbour.	2	Fixed.	-	15	White.	101	111	54 1	6 6
Carlingford Lough.	Greenore Point.	1	Revolving.	Every 45 seconds.	8	White.	29	26	54 1 53	6 7 52
South Rock.*	South Rock.	1	Revolving.	Every minute and half.	12	White.	52	60	54 24	5 26
Copeland.*	Small Copeland Island.	1	Fixed.	-	15	White.	151	52	54 42	5 32
Maldens.*	Malden Rocks, north and south.	2	Fixed.	-	14	White.	84	60	54 56	5 45
Innistrahul.*	Innistrahul Island.	1	Revolving.	Every 2 minutes.	18	White.	167	26	55 26	7 14
Lough Swilly.*	Pannet Point.	1	Fixed.	-	14	White.	90	26	55 26 25	7 38 14
Tory Island.*	Tory Island, north point.	1	Fixed.	-	16	Stone.	122	63	55 16 26	8 15
Arranmore.	North point of Arran Island.	1	Fixed.	-	20	White.	209	-	-	-
Killybegs.	St. John's Point.	1	Fixed.	-	14	White.	104	41	54 33	8 25
Eagle Islands.*	Eagle Island.	1	Fixed.	-	10	White.	36	26	53 51	9 40
Innisgort.*	Innisgort. (Clew Bay.)	1	Fixed.	-	25	White.	487	26	53 50	9 58
Clare Island.*	North point of Clare Island. (Clew Bay.)	1	Fixed.	-	-	-	-	73	-	-
Slieve Head.*	Slieve Head Island.	-	-	-	-	-	-	33	26	53 16
Mutton Island.	Mutton Island, Galway Harbour.	1	Fixed.	-	10	White.	498	37	53 7	9 40
Arran Island.	Summit of South Arran Island.	1	Revolving.	Every 3 minutes.	16	White.	133	26	52 35	9 40
Kilkadran.	Kilkadran Point, River Shannon.	1	Fixed.	-	22	White.	269	49	52 37	9 53
Loophead. q.*	Loophead, N. side of the River Shannon.	1	Fixed.	-	25	White.	372	26	51 52	10 59
Skelligs.*	Skellig Rocks.	2	Fixed.	-	18	White.	173	26	-	-

Light houses — continued.

ISLE OF MAN LIGHT-HOUSES.

Name of Light.	Place whereon Light-house stands.	Number of Lighthouses.	Description of Light.	Time of Revolution or Flash.	Distance in Miles as which easily seen in clear Weather.	Colour of Light-house, or its Appearance by Day.	Height of Lantern above the Sea at High Water, in Feet.	Height of Building in Feet.	Position.	
									N. Latitude.	Longitude.
Point of Ayr.*	Point Ayr, Isle of Man.	1	Revolving.	Every 2 minutes.	15	Stone.	106	80	54 25	4 25
Calf of Man.*	S. W. side of Calf Island.	2	Revolving.	Every 2 minutes.	24	Stone.	366	60	54 3	4 49
Douglas Harbour.	North Pier Head.	1	Fixed.	-	9	Buff.	305	35		
							36	27		

LINEN.

Account of the Quantity and Value of Linen manufactured Goods and Linen Yarn exported from the United Kingdom in 1836 and 1837; specifying the Countries to which they were exported, and the Quantity and Value sent to each.

Countries to which exported.	1836.						1837.					
	Linen Manufactures.			Linen Yarn.			Linen Manufactures.			Linen Yarn.		
	Entered by the Yard.		Thread, Tapes, and Small Wares.	Entered by the Yard.		Thread, Tapes, and Small Wares.	Entered by the Yard.		Thread, Tapes, and Small Wares.	Entered by the Yard.		Thread, Tapes, and Small Wares.
	Quantity.	Declared Value.		Quantity.	Declared Value.		Quantity.	Declared Value.		Quantity.	Declared Value.	
Russia	Yards. 4,477	£. 378	59	£s. 1,840	143		Yards. 9,070	£. 1,013	64	£s. 3,082	319	
Sweden	1,783	37	11	700	60		2,780	104	-	2,055	267	
Norway	30,535	1,237	370	192	6		11,558	602	968	840	62	
Denmark	12,615	798	-	8	1		15,889	778	5			
Prussia												
Germany	191,728	17,408	7,027	316,784	26,210		205,028	16,332	6,978	330,039	25,010	
Holland	75,172	4,917	1,158	124,476	7,839		86,013	4,102	1,878	324,746	19,406	
Belgium	136,475	11,403	228	25,082	5,260		85,927	8,300	479	688,505	26,274	
France	1,908,158	118,666	732	4,012,141	276,942		3,368,588	142,812	1,766	7,010,963	401,007	
Portugal, Azores, and Madeira	650,941	23,275	14	-	-		1,164,964	31,157	12			
Spain and the Canaries	6,364,619	200,281	155	151	69		4,475,063	157,139	1,247	934	96	
Gibraltar	880,149	27,574	40	300	20		1,025,506	30,595	487			
Italy	611,235	45,814	761	55,438	3,612		443,029	35,774	24	92,818	5,240	
Malta	50,125	1,267	363	-	-		61,659	2,722	145			
Ionian Islands	22,636	1,307	135	-	-		24,224	1,445	308			
Turkey and Continental Greece	66,858	4,821	-	-	-		106,354	5,639	10			
Mores and Greek Islands	737	39	-	-	-		4,677	187	12			
Cape of Good Hope	662,874	24,814	1,483	-	-		300,510	15,138	852			
Other Parts of Africa	302,198	14,616	279	-	-		376,412	14,948	1			
East Indies and China	804,435	44,165	874	-	-		774,843	34,894	631			
New South Wales, Van Diemen's Land, and Swan River	834,161	34,363	1,536	-	-		1,025,859	43,098	626			
British North American Colonies	2,807,051	107,504	15,264	-	-		2,367,428	88,017	8,459	5,095	338	
West Indies	11,226,000	401,463	5,378	2,011	205		12,391,446	370,144	5,499	2,100	170	
Foreign W. Indies	5,990,024	140,095	5,324	-	-		4,514,470	125,653	9,319			
United States of America	39,297,630	1,639,345	48,534	2,425	135		15,495,453	562,779	21,818	18,982	1,190	
Mexico	691,538	17,153	34	-	-		1,628,738	65,872	30			
Guatemala												
Columbia	1,457,498	35,205	73	-	-		1,305,586	26,318	165			
Brazil	5,686,997	193,997	1,924	-	-		4,655,711	121,142	1,537			
States of the Rio de la Plata	794,772	27,844	460	-	-		1,477,592	42,591	656			
Chili	895,899	39,277	30	-	-		1,337,167	45,751	330			
Peru	719,715	32,506	-	-	-		1,462,552	55,629	445			
Isles of Guernsey, Jersey, Alderney, and Man	280,595	17,073	215	56	10		515,076	15,866	153	2,240	28	
Total	82,088,760	3,238,031	88,294	4,574,501	518,772	58,496,333	2,065,425	64,090	8,575,100	479,307		

LISBON.— In return for the privilege conceded to the Portuguese under the Methuen treaty (*Dict.* p. 1177.), of admitting their wines to entry for consumption in Great Britain, at 2-3ds the duty charged on French Wines, British woollens were admitted into Portugal at a duty of 15 per cent. This rate of duty was afterwards extended to all British articles; and, since 1782, it has been charged according to a tariff or valuation fixed that year. But, with the exception of goods from Brazil, all other foreign goods consumed in Portugal paid a duty of 30 per cent. These distinctions are now, however, at an end; the subjoined decree having fixed the duty on all goods admitted to consumption in Portugal, without regard to their origin, at 15 per cent. This regulation was a good deal complained of here, but without reason. Having judiciously equalized the duties on French and Portuguese wines, we had no right or title to expect that the Portuguese should continue to render us the stipulated equivalent of what we had ourselves withdrawn. In so far, too, as we are concerned, the change is not really

of any material importance, and will not sensibly affect our trade with Portugal. We subjoin the decree referred to : —

I. All goods and merchandise, of whatever nature and origin, and under whatever flag they may be imported, are admitted into the Custom-house of Lisbon and Oporto, to be despatched for consumption.

Sect. 1. Live pigs, gunpowder, and foreign olive and turnip oil, are excepted from the foregoing article.

Sect. 2. The importation of grain will be regulated by a special law; and in the mean time the existing dispositions thereto relating will continue in force.

Sect. 3. Tobacco, soap, and orchilla weed, continue subject to the laws and conditions of the state contracts.

Sect. 4. Wine, vinegar, brandy, and other spirits of whatever quality they may be, are only admitted in bottles or jars of half a *canada*, Lisbon measure, and in boxes containing 2 dozens of bottles each. Rum, however, is admitted in casks of any size.

II. Goods admitted to consumption by the present decree, if imported in Portuguese vessels from the country in which they are produced, or in ships of that country coming direct, will pay 15 per cent., levied upon the tariff valuation, and where there is no tariff, *ad valorem*. In the contrary case, will pay the duty hereby established increased by $\frac{1}{2}$ of the same duty.

Sect. 4. Vinegar, wine, brandy, and all other spirits, will pay 300 reis per bottle or jar. The decree of the 7th of December, 1825, remains in full force as regards rum, whatever place it comes from. The goods comprehended in this paragraph remain subject to the clauses of the preceding article, as far as they are applicable.

Palace of Necesidades, 18th of April, 1834.

MAHOGANY. — The duty on foreign mahogany has been reduced to 5*l*. per ton. — (6 & 7 *Will*. 4. cap. 60.)

MANILLA.

Account of the Quantity and Value of the Produce exported from Manilla in 1837.

Articles.	By Foreign Vessels	By Spanish Vessels	Total.	Price.		Gross Amount.	
				Doll.	Rls.	Doll.	Rls.
Sugar	195,852 pic.	36,331 pic.	222,183 pic.	4	2	944,277	6
Sapanwood	14,601 —	9,691 —	25,695 —	1	—	35,695	—
Hemp	37,263 —	2,104 —	39,467 —	4	2	234,758	6
Cotton	2,850 —	2,814 —	5,664 —	15	—	84,860	—
Coffee	6,806 —	632 —	6,838 —	13	—	88,894	—
Buffalo	7,531 —	2,144 —	9,656 —	5	7	37,415	—
Mother of pearl shells	1,004 —	11 —	1,015 —	14	—	14,210	—
Hide cuttings	1,417 —	1,521 —	2,958 —	3	—	8,814	—
Hemp, cordage	875 —	300 —	1,195 —	9	—	10,759	4
Strained ebony	9,431 —	382 —	9,803 —	1	2	12,253	6
Roots of sapanwood	5,270 —	1,746 —	7,016 —	4	—	1,133	—
Pieces of molave (timber)	4,568 —	—	4,568 —	5	4	24,024	—
Indigo	1,653 — 99 cty.	142 — 99 cty.	1,795 — 99 cty.	66	—	118,505	—
Leaf tobacco	86 —	35 —	121 —	12	—	420	—
Tortoise shell	2,706 cty.	1,910 cty.	4,616 cty.	7	4	54,623	6
Rice	45,007 —	70,996 cty.	126,003 cty.	1	2	157,203	6
Paddy	16,564 pic.	19,048 pic.	35,615 pic.	—	6	17,806	—
Coffee in hulk	86 —	—	86 —	—	6	224	4
Hats	19,395 in no.	234 in no.	19,629 in no.	1	6	54,550	6
Cigar cases	5,851 —	70 —	5,921 —	—	4	9,960	4
Cigars	3,141 boxes	1,457 boxes	4,598 boxes	25	—	114,950	—
Manilla hemp cloth	19,050 pieces	10,000 pieces	29,050 pieces	—	3	10,893	6
Ditto	4,075 —	50 —	4,121 —	—	13	773	3
Cocoa-nut oil	8763 casks	—	8763 casks	2	6	2,410	3
Ditto	8,763 —	—	8,763 —	2	2	1,728	—
Rum	6,251 gallons	152 gallons	7,083 gallons	12	—	6,780	1
Canes	1,440 —	—	1,440 —	—	4	730	—
Liquid indigo	—	250 pic.	250 pic.	4	—	920	—
Ditto	—	606 casks	606 casks	3	4	2,121	—
Cotton canvas	—	560 pieces	560 pieces	12	—	6,780	—
Mats	—	762 —	762 —	—	2	190	4
Total				2,012,538		65	304

MONTEVIDEO, a sea-port, and the capital of the republic of Uruguay, on the north bank of the Rio de la Plata, lat. 34° 54' 11" S., long. 56° 13' 18" W. Population variously estimated; but may probably be about 12,000. The town is built in the form of an amphitheatre, on a regular plan, and is well fortified. It has suffered much from the various revolutions to which it has been subject during the last 30 years.

Montevideo is situated 2° 3' 33" W. of Cape St. Mary, the northern limit of the embouchure of the La Plata. Vessels from the north bound to Montevideo generally make this cape, entering the river between it and the small island of Lobos, in from 14 to 17 fathoms. The course is thence nearly W. to the Isle of Flores, on which is a light-house 112 feet above the level of the sea, with a revolving light. From Flores to Montevideo is 16 miles in a direct line, and the course W. by S. by compass. A light-house, 475 feet above the level of the sea, has been erected on the summit of the Montevideo, whence the town has its name. The latter is built on a projecting tongue of land, the port being on its S. side. This, which is the best on the La Plata, is a large circular basin open to the S. W.; generally the water is shallow, not exceeding from 14 to 19 feet, but the bottom being soft mud, vessels are seldom damaged by grounding. It should, however, be observed that the depth of water in the harbour, as well as throughout the whole of the Rio de la Plata, depends very much on the direction and strength of the winds. The S. W. wind, called *pamperos*, blows right into the bay of Montevideo with much force, not unfrequently causing a rise of a fathom or more in the depth of water! But it rarely occasions much damage to vessels properly moored with anchors to the S. W., S. E., and one to the N. — (*Blund's American Pilot*, pp. 542—555; *Coultier sur les Phares*, &c.)

Montevideo has a considerable commerce. The great articles of export consist of animal products, or of hides, pork and beef, tallow, bones, grease, wool, &c. The imports principally consist of British cottons, woollens, and hardware, flour, wine and spirits, linens, sugar, tobacco, boots and shoes, salt, &c. The following tables give a view of the trade and navigation of Montevideo in 1834 and 1835.

Imports. — The entire value of the different articles imported into Montevideo, in 1835, were estimated at 3,095,409 dollars. The quantities and value of some of the principal articles were as follow : —

		Value.
		Dollars.
Flour	18,691 barrels	198,440
Rice	28,490 arrobas	31,548
Farina	55,933 —	35,000
Sugar	91,674 —	187,265
Brandy	6344 pipes, 7 barrels, 206 boxes	65,795
Cana	1,516 — 177 — 230 baskets	83,219
		Dollars.
Wine, red	5,050 pipes, 1,629 boxes	150,000
White	763 — 288 — 75 baskets, 73 dozen barrels	41,243
		221,243

Table—continued.

			Value.
Matte *	49,767 arrobas		Dollars.
Salt	Cadiz and Cape Verd 28,157, other places	Fuergas	7,868
Tobacco	Brazil 14,001 arrobas, Paraguay 1,456, North America		2,420
Baize	178,864 yards and 151 pieces pellow		
Boots and shoes		value	
Clogs	7,559 dozen		56,303
English goods from the wreck of the "Cara"			75,156
Silk stuffs	7,874 varas, 8,250 yards, 25 pieces		57,136
Grey domestics	20,454 pieces, 5,860 varas		50,951
Ginghams	156,032 yards		35,989
Stockings	12,085 dozen cotton, 1,397 dozen silk, 650 dozen woollen		44,170
Shirtings	12,452 pieces		34,026
Handkerchiefs, shawls			167,025
Cloth	79,030 yards		179,575
Prints	32,026 pieces		7,030
Tiles	391,500		110,369
Iron	4,139 quintals		15,750
Hardware			12,435
Timber	58,029 Brazil, 29,339 North America, 11,891 other places		99,192
Furniture	12,738 France, 37,003	15,518	55,309

* Paraguay tea.

Account of the Quantities of the principal Articles exported from Montevideo in 1835.

	Ox and Cow Hides.	Horse Hides.	Horns.	Hair.	Wool.	Tallow.	Beef.	Grease.	Sheep Skins.	Nutria Skins.
				Arrobas	Arrobas	Arrobas	Qtls.	Arrobas	Dozen.	Dozen.
January	38,712	5,120	56,070	1,644	4,280	6,615	21,990		1,768	100
February	4,332	2,400	16,000	768		3,040	15,615			40
March	36,751	2,880	37,200	96	7,770	4,377	23,745	1,366	391	40
April	25,321	1,540	39,100	1,800	2,376	7,916	12,615	1,245	30	45
May	27,297	5,385	70,156	918	1,890	200	18,804	30	2,400	67
June	42,370	800	18,588	1,080	1,100	600	20,199	1,850	1,460	70
July	64,688	7,502	64,401	2,136	3,070	4,923	19,872		1,550	608
August	41,910	11,544	36,028	2,088	2,730	2,983	3,735		2,158	78
September	51,180	4,074	79,088	960	2,710	1,478	6,800	1,860	2,500	901
October	52,141	7,135	59,880	1,366	80	360	15,060		1,460	901
November	19,741	1,001	45,075	1,322	150	458	13,450		750	193
December	26,157	10,050	47,882	2,872	7,800	760	24,891	400	2,650	5,175
	420,900	59,422	549,588	17,070	33,896	32,710	198,774	6,741	14,957	5,137

A Statement of the Number of Vessels, with their Tonnage and Crews, and the Total Invoice Value of their Cargoes, distinguishing the Countries to which they belonged, which arrived at and departed from the Port of Montevideo in 1834.

Countries.	Arrived.			Invoice Value of Cargoes.	Departed.			Invoice Value of Cargoes.
	No.	Tons.	Crews.		No.	Tons.	Crews.	
Great Britain	65	12,339	664	L. 538,962	64	11,916	645	L. 515,925
France	31	7,135	433		28	6,390	394	
United States	49	12,859	611		57	11,077	535	
Brazil	38	4,842	423		39	4,896	492	
All other nations	No return of Shipping made.							

DUTIES ON IMPORTS.

In National or Foreign Vessels, at Montevideo.

- Machinery, agricultural implements, instruments used in the arts and sciences, books, prints, and maps - free.
 - Silk, raw and wrought, laces, blonde, gold and silver embroidery, watches, jewellery, saltpetre, plaster of Paris, coal, timber, cotton fringe, and wooden hoops - 5 per cent.
 - Powder, pitch, tar, resin, and naval stores - 15 -
 - All raw materials, and manufactured articles, not included in the preceding enumeration - 15 -
 - Sugar, Paraguay and China teas, cocoa, cassia lignea, and cinnamon, spices, drugs, and provisions in general - 20 -
 - Furniture, pictures, looking glasses, musical instruments, all sorts of carriages, carts, &c., and harness, saddles, horse's furniture (excepting horse cloths of the manufacture of the adjacent provinces, which pay 15 per cent.), ready made clothes, boots and shoes, liquors, brandy, wine, vinegar, ale and porter, cider, tobacco, and soap - 25 -
- Hides of all classes, hair, horns, tallow, silver and gold, in bullion or coin - free.
- A small charge is made for warehousing and portage on passing through the Custom-house. Goods may be bonded for an indefinite period, during which time they are subject to a moderate warehouse rent.
- Foreign flour pays as follows:—
8 dollars per barrel, when wheat is worth 2 to 3 dollars per fanega, about 224 lbs.
6 dollars per barrel, when wheat is worth 3 to 5 dollars per fanega.
4 dollars, when wheat is worth 5 to 7 dollars.
3 dollars, when wheat is worth 7 to 9 dollars.
1 dollar, when wheat exceeds 9 dollars.
Wheat:—
5 dollars per fanega, when wheat is worth 2 to 3 dollars per fanega.

DUTIES ON EXPORTS.

In National or Foreign Vessels.

- Ox and cow hides, 2 reals, 25 centesimos, for reconidor valuations of 1 dollar, and 1 per cent. consulario.
Horse hides, 1 real for reconidor, on valuations of 5 reals for reconidor each, and 1 per cent. consulario.
All other produce of the country pays 4 per cent. on the market value, and 1 per cent. consulario.
Jerred and salt beef, pork, &c.; also all foreign goods that have paid the import duty, free.
Gold and silver, coined or in bullion, 1 per cent.
- Vessels.**
Port Charges.—Tonnage from beyond sea, 5 reals. 2 reals.
During loading and unloading both classes pay 1 dollar per day.
Pratique, with pilot - 8 dollars. 4 dollars.
Boat - 2 - 2 -
Without pilot - 2 - 2 -
National and foreign vessels, that neither discharge nor load cargo, and that do not remain more than six days, pay nothing; those that remain in the harbour more than six days pay one third of the above tonnage dues.
National vessels, and vessels belonging to the provinces of Buenos Ayres, employed within the river Plate, called coasting, pay for a license for each voyage as follows:—
If 3 to 7 tons, 4 reals.
8 - 15 - 10 - or 1 dollar, 2 cents.
16 - 30 - 18 - or 2 - 2 -
31 - 45 - 26 - or 3 - 2 -
46 - 60 - 30 - or 3 - 6 -
61 - 80 - 38 - or 4 - 6 -
81 - 100 - 46 - or 6 - 6 -
101 and above - 54 - or 6 - 6 -
- Hospital Dues.**—National and foreign vessels, sailing for a foreign port beyond sea or in the river Plate, pay 2 dollars for the vessel, 4 reals for the captain, 2 reals for each seaman. 1 dollar for each passenger.
Pilots from Montevideo to Buenos Ayres to be paid in Montevideo.

DUTIES ON IMPORTS — continued.

In National or Foreign Vessels, at Montevideo.

- 2 dollars, when wheat is worth 5 to 6 dollars.
 1 dollar, when wheat is worth 6 to 10 dollars.
 Nothing, when wheat is worth above 10 dollars per fanega.
 Goods transhipped, or shipped out of bond, pay 2 per cent.
 Foreign goods, shipped in vessels of less than 150 tons burden, for ports of the Uruguay and Paraguay, pay only 1 per cent.
 8. All goods imported, paying duties, are subject to pay an additional 1 per cent. to the consulado: ½ per cent. to the hospital; and, for the extinction of copper money*, 1 per cent. additional on all goods that pay 5 per cent.
 On all goods that pay 15, 15, and 30 per cent. 5 —
 On all goods that pay 25 per cent. 5 —
 On flour 10 —
 On wheat 5 —

* This has, much to the honour of the authorities and people, been already accomplished; but the duty is maintained for general purposes.

We are indebted for the above valuable information to John Hall, Esq., Vice-Consul at Liverpool for the republic of Uruguay.

MOULMEIN, or MAULMAIN, a sea-port town of India beyond the Ganges, cap. British prov. Martaban, at the mouth of the great river Than-lueng, having N. the Birmese town of Martaban, on the opposite side of the river, and W. the island of Balu, which serves as a natural breakwater to defend the port from the heavy seas that would otherwise be thrown in from the W., 100 m. S.S.E. Rangoon, 27 m. N.N.E. Amherst; lat. 16° 30' N., long. 97° 38' E. It was founded so late as 1825, when the site was selected by Sir A. Campbell as eligible as well for a commercial as a military station. It is about 200 feet above the level of the river, and extensive and fertile plains stretch eastwards from it towards the mountains. Its port is good, and, from its extensive command of internal navigation, it promises to become a considerable emporium. The principal articles of export are teak timber and rice; but there is also a considerable export of tobacco, stick-lac, betel-nut, ivory, cutch, cocoa-nut, &c. The imports consist principally of European cotton goods, and marine stores. The principal trade of the place has hitherto been carried on with Calcutta, Madras, Rangoon, and Pinang; but, in 1837, a direct trade was commenced with London. Ship-building is carried on to a considerable extent. We have no recent accounts of the population; but, probably, it is not under 8,000 or 10,000. An English newspaper (the *Maulmain Chronicle*), from which we borrow the following details, is published once a week:—

"In order to exhibit, at one view, the decided increase of our trade in 1837 over the preceding year, we place the totals to and from each port in juxtaposition.

	Imports.				Exports.		
	1836.	1837.	Increase.		1836.	1837.	Increase.
Calcutta	Rs. 5,56,819	9,38,891	3,82,072	Calcutta	Rs. 94,344	2,08,011	1,13,767
Madras	77,802	1,39,476	61,674	Madras	26,300	1,25,935	97,735
Seratus	51,822	91,137	39,315	Seratus	49,290	56,998	7,708
Rangoon	1,00,874	1,97,352	96,478	Mauritius	2,04,437	84,305	84,305
Tenasserim Coast	43,730	58,174	14,444	Rangoon	22,614	18,471	4,143
Other Ports	34,510	41,455	6,945	Tenasserim Coast	18,090	28,609	10,519
Total	8,65,537	14,60,665	5,95,308	Total	4,24,995	6,68,410	2,43,415

"From this it will appear, that the imports have increased nearly six lacs of rupees, and the exports two lacs and a half. Among the imports, the increase is found chiefly under the head of marine stores, spirituous liquors, and articles of European and Birmese manufacture. Among the exports, it is found in the staple productions of the country, rice and timber. Under the head of imports, we may notice that five lacs of rupees were received during the year into the government treasury; to which may be added, what does not appear in our statement, about half a lac of rupees, perhaps, from the Mauritius, for the purchase of cargoes of rice and timber. Under the head of exports, also, it would not, we think, be improper to include the estimated value of the vessels built and launched during the year at the several dock-yards. The following is a very rough estimate:—

	No.	Tonnage.	Estimated Value.
Vessels launched	9	2500	250,000
Ditto fitted for sea	-	-	125,090
Total	-	-	Rs. 375,000

"We are not aware that the mode in which our statements are drawn up requires any particular explanation. The word "Sundries" may be, perhaps, thought too comprehensive, but we have divided it among articles of European, Indian, Chinese, and Birmese produce or manufacture. The following is a statement of the imports into Maulmain from the neighbouring Shan States during 1837:—

	No.	Value.
Elephants	68	13,600
Ponies	146	17,520
Buffaloes	99	990
Cows and Bullocks	3480	45,000
Sundries	-	4,500
Total	-	Rs. 81,610

"Of the exports to those states, we can procure no detailed statement. Little else, however, is taken to them from hence but piece goods, either European or native, the value of which may, perhaps, be estimated at about 60,000 rupees.

"Taking, then, into consideration the various items above alluded to, and which are not brought into our statements, we shall have the following as the amount of imports and exports for the year 1837:—

Imports - - - Rs. 20,92,275 | Exports - - - Rs. 11,03,410 "

NAPLES.

A Statement of the Number and Tonnage of British Vessels which entered and cleared from the Port of Naples; distinguishing the Nature of their Cargoes, and the Trade with each Country, in the Year 1835.—(*Consular Return.*)

Countries.	Entered.			Cleared.		
	Vessels.	Tonnage.	Nature of Cargoes.	Vessels.	Tonnage.	Nature of Cargoes.
England -	83	10,281	17 with fish, 14 iron, 3 coals, 49 general	9	900	General.
Scotland -	4	635	Coals			
Newfoundland -	16	2,419	Codfish.			
Malta -	3	532	1 in ballast, 1 coals, 1 wool and leather	2	418	Grain.
Sicily -	2	159	1 sulphur, 1 general	71	9,545	37 in ballast, 29 part of general cargoes, 3 coals, 1 fish.
Leghorn -	3	319	1 coals, 1 herrings	1	128	In ballast.
Spain -	2	520	Codfish	4	711	Ditto.
Gallipoli -	-	-	-	8	910	4 ditto, 4 part of cargoes.
Gibraltar -	-	-	-	2	274	1 ditto, 1 Indian corn.
France -	-	-	-	1	167	General and ballast.
Totals	112	14,865		98	13,053	

A Statement of the Number, Tonnage, and Crews of British and Foreign Vessels, distinguishing the Countries to which they belonged, which entered and cleared from the Port of Naples in the Year 1835.

Flags.	Naples.					
	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British -	112	14,865	887.	98	13,053	770
French -	53	6,990	477	53	6,990	477
Sardinian -	28	3,660	224	28	3,660	224
Spain -	6	547	30	6	547	30
Austrian -	6	718	48	6	718	48
Tuscan -	17	522	68	17	522	68
Russian -	3	378	27	3	378	27
Roman -	-	85	5	-	85	5
American -	1	210	16	1	210	16
	227	27,773	1,782	213	25,961	1,665

NAUPLIA. (See GREECE.)

NEWSPAPERS.—An important alteration was made in 1836, in the duties on, and in the regulations relating to, newspapers. The act 6 & 7 *Will.* 4. cap. 76. has repealed the former duty on newspaper stamps (*Dictionary*, p. 827.), and has imposed in its stead the duties specified in the following schedule:—

For every sheet or other piece of paper whereon any newspaper shall be printed - - - 0 0 1
 And where such sheet or piece of paper shall contain, on one side thereof, a superficies, exclusive of the margin of the letter-press, exceeding 1,530 inches, and not exceeding 2,295 inches, the additional duty of - - - 0 0 0
 And where the same shall contain on one side thereof a superficies, exclusive of the margin of the letter-press, exceeding 2,295 inches, the additional duty of - - - 0 0 1
 Provided always that any sheet or piece of paper containing on one side thereof a superficies, exclusive of the margin of the letter-press, not exceeding 765 inches, which shall be published with, and as a supplement to, any newspaper chargeable with any of the duties aforesaid, shall be chargeable only with the duty of - - - 0 0 0
 And the following shall be deemed and taken to be newspapers chargeable with the said duties: viz.—
 Any paper containing public news, intelligence, or occurrences printed in any part of the United Kingdom to be dispersed and made public:
 Also any paper printed in any part of the United Kingdom weekly or oftener, or at intervals not exceeding 26 days, containing only or principally advertisements:
 And also any paper containing any public news, intelligence, or occurrences, or any remarks or observations thereon, printed in any part of the United Kingdom for sale, and published periodically or in parts or numbers at intervals not exceeding 26 days between the publication of any 2 such

papers, parts, or numbers, where any of the said papers, parts, or numbers respectively shall not exceed 2 sheets of the dimensions hereinafter specified (exclusive of any cover or blank leaf, or any other leaf upon which any advertisement or other notice shall be printed), or shall be published for sale for a less sum than *sd.*, exclusive of the duty by this act imposed thereon: provided always that no quantity of paper less than a quantity equal to 21 inches in length and 17 inches in breadth, in whatever way or form the same may be made or may be divided into leaves, or in whatever way the same may be printed, shall, with reference to any such paper, part, or number as aforesaid, be deemed or taken to be a sheet of paper:
 And provided also, that any of the several papers herein-before described shall be liable to the duties by this act imposed thereon, in whatever way or form the same may be printed or folded, or divided into leaves or stitched, and whether the same shall be folded, divided, or stitched, or not:

Exemptions.—Any paper called "Police Gazette, or Hue and Cry," published in Great Britain by authority of the Secretary of State, or in Ireland by the authority of the Lord Lieutenant:
 Daily accounts or bills of goods imported and exported, or warrants or certificates for the delivery of goods, and the weekly bills of mortality: and also papers containing any list of prices current, or of the state of the markets, or any account of the arrival, sailing, or other circumstances relating to merchant ships or vessels, or any other matter wholly of a commercial nature: provided such bills, lists, or accounts do not contain any other matter than what hath been usually comprised therein.

Regulations, &c.—A discount of 25 per cent. is to be allowed on the above duties on newspapers printed in Ireland.—(§ 2.)

In order to prevent fraud, in the returns as to newspapers, it is enacted, that, from the 31st of December, 1836, a separate or distinctive stamp or die shall be used for each newspaper.—(§ 3.)

No person is to print or publish a newspaper until after a declaration has been made and lodged at the Stamp-Office, containing certain particulars (specified in the act), as to the names and addresses of the printer, and certain of the proprietors of such paper, &c., under a penalty of 50*l*. Persons wilfully making a false or defective declaration are, upon conviction, to be deemed guilty of a misdemeanor. — (§ 6, 7.)

There are a number of regulations intended to provide for the discovery and liability of the printer and proprietors, the security of the duties, and the prevention of the sale of unstamped papers. A penalty of 50*l*. is imposed on any person printing, publishing, selling, &c. newspapers not duly stamped; and it is declared to be lawful for any officer of stamps, or any person authorised by the commissioners in that behalf, to seize any such offender, and take him before any justice having jurisdiction where the offence is committed, who shall summarily determine the matter, and upon conviction and default of payment, shall commit such offender to prison for some term not exceeding 3, nor less than 1, calendar month. — (§ 17.)

Penalty for sending abroad newspapers not duly stamped, 50*l*. — (§ 18.)

Justices may grant warrants to search for unstamped newspapers, and to seize presses, &c. used in printing the same; and on refusal of admittance, officers may break open doors, &c. Persons resisting officers liable to a penalty of 20*l*. — (§ 22, 23.)

Influence of the Reduction of the Duty. — The duty which formerly amounted, deducting the discount, to 3½*d*. (*Dictionary*, p. 828.), being now reduced to 1*d*., the price of the great majority of the London newspapers has been reduced from 7*d*. to 5*d*. Provincial papers, which are got up at comparatively little expense, are now sold generally at 4½*d*. or 4*d*.; and this, also, is the case with one or two of the metropolitan journals. The newsman's profit on selling a quire, or 27 papers, at 7*d*., used to be 2*s*. 9*d*.; it is now on the 5*d*. papers 2*s*. 3*d*.

The reduction of the price has occasioned a considerable increase in the demand for the old or established papers; and a considerable number of new weekly papers have also started into existence since the reduction of the duty in the metropolis and throughout the country. Hitherto, however, no new daily paper has been established. The Tables in the *Dictionary*, article NEWSPAPERS, exhibit the circulation of each of the principal papers, and the total consumption of stamps, in each of the three years ending with 1835; and will, consequently, serve as standards by which to measure the precise influence of the late change on the demand for each paper. The general influence of the new system is seen in the subjoined table.

If it were proper to reduce the duty, and to preserve it at a uniform level, the new arrangements are, perhaps, as unexceptionable as any that could be devised. But we are not sure but that the better way would have been to have assessed the duty on an *ad valorem* principle, making it in all cases, a certain aliquot part of the price.

RETURN of the Number of Stamps issued to the different Newspapers in England and Wales, Scotland, and Ireland, during each of the Three Years ending the 5th of January, 1839. (Compiled from the *Parl. Paper*, No. 548. Sess. 1839.) N.B. The reduced rate of duty took effect on the 15th of September, 1836.

	1836.				Total.	1837.		Total.	1838.		Total.
	4 <i>d</i> . Stamps.	2 <i>d</i> . Stamps.	1 <i>d</i> . Stamps.	½ <i>d</i> . Stamps.		1 <i>d</i> . Stamps.	½ <i>d</i> . Stamps.		1 <i>d</i> . Stamps.	½ <i>d</i> . Stamps.	
ENGLAND.											
London papers	13,770,831	85,125	8,294,339	45,040	21,780,256	29,464,920	204,730	29,669,650	22,510,281	171,086	22,681,367
Provincial papers	5,744,623	35,000	3,784,968	27,300	9,559,585	14,537,843	138,530	15,036,373	15,989,432	258,244	16,247,676
SCOTLAND.											
	Newspapers.		Supplements.			Newspapers.	Supplements.		Newspapers.	Supplements.	
Scotch papers	2,941,885		2,100		2,943,985	3,835,710	79,400	3,973,110	4,116,942	111,284	4,228,226
IRELAND.											
	2 <i>d</i> . Newspapers.	1 <i>d</i> . Newspapers.	½ <i>d</i> . Supplements.			1 <i>d</i> . Newspapers.	½ <i>d</i> . Supplements.		1 <i>d</i> . Newspapers.	½ <i>d</i> . Supplements.	
Dublin papers	1,197,923	745,625	5,800		2,248,748	2,990,488	53,025	3,043,513	2,929,455	62,616	2,992,071
Irish country papers	1,205,707	836,950	2,000		2,044,657	2,225,333	26,360	2,249,693	2,296,126	12,791	2,308,927
Total stamps	-	-	-	-	38,517,229	-	-	53,972,339	-	-	54,458,411

RETURN of the Amount of Advertisement Duty paid by the different Newspapers in England and Wales, Scotland, and Ireland, during each of the Three Years ending the 5th of January, 1839. (Compiled as above.)

	1836.			1837.			1838.		
	<i>l</i> .	<i>s</i> .	<i>d</i> .	<i>l</i> .	<i>s</i> .	<i>d</i> .	<i>l</i> .	<i>s</i> .	<i>d</i> .
London papers	40,640	3	0	39,025	3	6	44,448	17	0
English provincial papers	44,441	6	8	48,879	10	7	60,695	5	3
Scotch papers	10,668	13	6	11,697	2	6	13,006	7	6
Dublin papers	4,409	14	0	4,900	8	0	4,905	17	0
Irish country papers	4,083	4	0	4,056	6	8	4,165	6	0
	104,243	1	2	108,149	11	3	116,721	12	11

It is seen from the first of the above returns, that the principal increase has been in the circulation of English provincial papers, which has risen from 9,559,585 in 1836, to 16,247,676 in 1838, being a rise of about 70 per cent. In Ireland, the stamp duty, previously to the reduction, was lower than in Britain, and the measure has consequently had comparatively little influence in that part of the empire.

OLIVE OIL. — In consequence of petitions and representations from the woollen manufacturers, setting forth the serious injury they sustained from the oppressive duty of 8*l.* 8*s.* a tun laid on olive oil (*Dict.* p. 862.), it has been reduced 50 per cent., or to 4*l.* 4*s.* a tun. — (4 & 5 Will. 4. c. 89. § 15.) The reduction does not, however, extend to oil brought from Naples or Sicily; but her Majesty is empowered, if she see cause, to reduce the duty on such oil to 4*l.* 4*s.* a tun, by an order in council. This exception is understood to have been made in the view of facilitating negotiations with the King of Naples for a reduction of the exorbitant duties laid on pilchards and other British articles imported into his dominions. It is to be hoped that these negotiations may be speedily brought to a satisfactory conclusion; for the largest portion by far of the olive oil made use of here being brought from Naples (Gallipoli, see *Dict.* p. 863.), the continuance of the high duties on it goes far to nullify the measure. Those who take into view the importance of olive oil in the arts, particularly in the woollen manufacture, and are aware that the revenue derived from it has not exceeded 50,000*l.* a year, will probably join with us in opinion, that the duty should either be repealed, or reduced to, at most, 2*l.* 2*s.* a tun.

OPIUM.

Account of the Quantity and Value of the different Sorts of Indian Opium imported into China during the Nine Years ending with 1835-36.

Season	Patna.		Benares.		Malwa.		Total.	
	Chests.	Value.	Chests.	Value.	Chests.	Value.	Chests.	Value.
		<i>Doll.</i>		<i>Doll.</i>		<i>Doll.</i>		<i>Doll.</i>
1827-28	4,006	4,019,350	1,128	1,105,805	4,401	5,299,980	9,535	10,425,075
— 1828-29	4,531	4,574,650	1,130	1,029,585	7,171	6,928,880	13,132	12,533,105
— 1829-30	5,564	4,820,448	1,579	1,329,129	6,857	5,907,580	14,000	12,057,157
— 1830-31	5,085	4,454,809	1,575	1,335,595	12,100	7,114,059	18,760	12,904,263
— 1831-32	4,442	4,254,815	1,518	1,448,194	8,265	5,818,574	14,225	11,501,584
— 1832-33	6,410	5,115,126	1,880	1,455,603	15,403	8,781,700	23,693	15,352,429
— 1833-34	7,893	5,025,175	1,642	1,066,459	11,715	7,916,971	21,250	14,006,605
— 1834-35	7,538	4,266,245	2,549	1,427,604	9,988	6,962,830	20,085	11,756,779
— 1835-36	9,011	6,713,195	2,005	1,407,510	15,002	8,986,198	26,018	17,106,903

This trade, as the readers of the Dictionary are aware (*Dict.* p. 865.), has been, for a lengthened period, prohibited by the Chinese government, and has, in consequence, been conducted as a sort of smuggling speculation. There would seem, however, to be good grounds for thinking that the prohibition of the importation of opium was all along intended to be more apparent than real. At all events, it is certain that the trade has grown gradually up, from a small beginning, to be one of great extent and value; and it is contradictory and absurd to suppose that this should have been the case, had it encountered any considerable opposition from the Chinese authorities. But the truth is, that these functionaries, instead of opposing the trade, or even merely conniving at it, were parties to its being openly carried on; and received certain regulated and large fees on all the opium that was imported. It has even been alleged that a part of these fees has found its way into the imperial treasury at Peking, though that is more doubtful. The appetite for the drug increased with the increasing means of gratifying it; and there appeared to be no assignable limits to the quantity that might be disposed of in the empire.

The rapid extension of the trade seems at length to have awakened the attention of the court of Peking to the subject. We doubt, however, notwithstanding what has been alleged to the contrary, whether a sense of the injurious consequences of the use of the drug had much to do in the matter. This, indeed, is a part of the subject as to which there exists a great deal of misapprehension; and we are well assured, that, provided it be not carried to excess, the use of opium is not more injurious than that of wine, brandy, or other stimulants. In truth and reality, the alarm of the Chinese government was not about the health or morals of its subjects, but about their bullion! They are still haunted by the same visionary fears of being drained of a due supply of gold and silver, that formerly haunted the people of this country. The imports of opium having increased so rapidly as to be no longer balanced by the exports of tea and silk, sycee silver began also to be exported! The court of Peking could have tolerated what are called the demoralising effects of opium with stoical indifference, but the exportation of silver was not a thing to be endured. — It is, however, only fair to state, that the Chinese statesmen are not all of the Bexley school; and that some of them appear to have taken an enlightened view of the question, and to have emancipated themselves from the prejudices that still influence the majority of their colleagues. The statesmen in question contended, that the taste for the drug was far too deeply seated and too widely diffused to admit of its effectual prohibition; and they, therefore, proposed that its importation should be legalised, subjecting it, at the same time, to a heavy duty. There cannot be a doubt that this was the proper mode of dealing with the subject. In the end, however, the government of Peking, influenced by unfounded theories, as to the mischievous effect of the export of the precious metals, came to a different conclusion, and resolved to put a stop to the traffic.

No sooner had this resolution been adopted, than a most extraordinary change appears to have taken place in the conduct of the Chinese authorities; and their usual caution seems to have wholly deserted them. They now became as precipitate and violent as they had previously been slow and circumspect; and resolved at all hazards to attempt forcibly to put down the trade. To accomplish this, all foreigners were, in March, 1839, prohibited from leaving Canton; and compulsory measures were at the same time resorted to for compelling them to deliver up the opium in their possession.

How the affair might have ended, had our countrymen at Canton been left to the exercise of their own judgment in this crisis, it is impossible to say; but we have been assured by those on whose statements we are disposed to rely, that they would most probably have succeeded in getting out of it with comparatively little loss. Instead, however, of acting for themselves, they had to act in obedience to the orders of Mr. Elliot, chief superintendent of the British trade in Canton; and he, while under constraint, occasioned by confinement to the factory, and without supplies of food, which was withheld by the Chinese, commanded all the opium belonging to British subjects to be given up to him for delivery to the Chinese authorities; declaring, at the same time, that "failing the surrender of the said opium," the British government should be free "of all measure of responsibility or liability in respect of British-owned opium."

We do not presume to offer any opinion as to the necessity or policy of this proceeding on the part of the superintendent; but, in consequence thereof, and of the unjustifiable proceedings of the Chinese, above 20,000 chests of opium, worth upwards of 2,000,000*l.* sterling, were delivered up to Mr. Elliot by British subjects, and by him to the Chinese authorities; and the latter, not satisfied with the possession of the opium, which it was their duty to have placed in a state of security till the matters with respect to it should be arranged, immediately proceeded to destroy it! Having succeeded thus far, the Chinese next insisted that the foreign merchants should subscribe a bond, pledging themselves not to import opium into any part of China; or that, if they did, they were to be justly liable to the penalty of death. But this condition being refused, and no arrangement having been come to, Mr. Elliot suspended the trade on the 22d of May; and a collision has since taken place between a British sloop of war and some Chinese junks, when several of the latter were sunk.

Sundry grave questions will, no doubt, arise out of these extraordinary proceedings. That the Chinese have the same right to exclude opium from their empire, that we have to prohibit the importation of beef, or ammunition, or to lay a duty on corn, does not admit of any question. But in endeavouring to suppress a trade that had been carried on under the sanction of the authorities at Canton, all of whom had largely participated in its profits, justice required that notice should have been given to the parties concerned of the intentions of government. It is necessary to bear in mind, that the Chinese were in the habit of frequently issuing proclamations against the importation of opium; but as no attempt was ever made to give the slightest effect to these proclamations, the parties engaged in the trade were naturally led to conclude that such would always be the case. Hence the necessity for a distinct intimation being made, that the laws against the importation of opium were, in future, to be *bonâ fide* and truly carried into effect, and for fixing some period after which all parties found engaged in the trade would be subject to certain penalties. No valid objection could have been made to such a course of proceeding. The Chinese are clearly entitled to prohibit the importation of opium; but neither the Chinese nor any other nation are entitled, after having, by a long connivance at and participation in the trade, induced foreigners to import a large amount of valuable property into their territories, to pounce upon and seize such property on pretence of its being contraband! The Chinese are a remarkably clever people; and it is impossible that they should not see that, in this instance, their government has been guilty of the grossest injustice; and that it has rendered itself liable for the full value of the property it has so unwarrantably seized and destroyed.

Suppose the British parliament had, in 1796, passed an act prohibiting the importation of tea; and suppose farther, that the collector of customs and other authorities in Liverpool had paid no attention whatever to this act, but that, from 1796 down to the present day, they had openly countenanced the trade, that it had rapidly increased; and that every year hundreds of Chinese ships laden with tea had arrived in the Mersey, safely unloaded their cargoes, and sailed either with silver or other British produce on board: what, under these circumstances, would the Chinese have said, had the British government suddenly turned round and declared, "You are engaged in an illegal trade;" and without farther intimation have proceeded to seize and destroy all the tea belonging to them in England? Would not the Chinese, the Russians, French, and, in short, the whole world, have declared such an act to be flagrantly unjust? And would not every honest man in England have said that the Chinese had been swindled; and that the

government of China did not deserve to be treated with ordinary respect, if it did not endeavour to procure redress for its subjects.

Now, this is precisely the case of England against the Chinese. The morality or immorality of the opium trade is wholly beside the question. Though opium were ten times more injurious than has ever been represented, that would not alter the fact that the trade in it has been openly countenanced by the Chinese authorities for a period of more than forty years; and such being the case, foreigners were certainly entitled to infer that that countenance would not suddenly be withdrawn; and that, at all events, their property would be respected. This, in fact, is not a question about which there is any real room for doubt or difference of opinion. The conduct of the Chinese has been most unwarrantable; and the government of this country has not only a well-founded claim for redress, but is called upon to enforce it by a just regard for the national honour and the interests of the British subjects, whose rights have been so outrageously violated at Canton.

It is laid down by all writers on public law, that it depends wholly on the will of a nation to carry on commerce with another, or not to carry it on, and to regulate the manner in which it shall be carried on. (*Vattel*, book i. § 8.) But we incline to think that this rule must be interpreted as applying only to such commercial states as recognise the general principles of public or international law. If a state possessed of a rich and extensive territory, and abounding with products suited for the use and accommodation of the people of other countries, insulates itself by its institutions, and adopts a system of policy that is plainly inconsistent with the interests of every other nation, it appears to us that such nation may be justly compelled to adopt a course of policy more consistent with the general well-being of mankind. No doubt, the right of interference, in cases of this sort, is one that should be exercised with extreme caution, and requires strong grounds for its vindication. But that this right does exist, seems sufficiently clear. We admit that a slight degree of inconvenience, experienced from one nation refusing to enter into commercial transactions with another, or from its insisting that these transactions should be carried on in a troublesome and vexatious manner, would not warrant any interference with its internal affairs; but this, like all other questions of the same kind, is one of degree. Should the inconvenience resulting from such anti-social vexatious conduct become very oppressive on others, the parties so oppressed would have as good a right to interfere to enforce a change of conduct, as if the state that has adopted this anti-social offensive policy had openly attacked their territory or their citizens. A state has a *perfect* right to enact such rules and regulations for its internal government and the conduct of its trade as it pleases, provided they do not exercise any very injurious influence over others. But should such be the case — should the domestic or commercial policy of any particular state involve principles or regulations that trench on the rights or seriously injure the interests of other parties, none can doubt that these others have a right to complain; and, if the injury be of a grave character, and redress be not obtained on complaint being made, — no reasonable doubt can be entertained that the aggrieved party is justified in resorting to force.

These principles appear to us to apply with peculiar force in the case of China. Tea, a peculiar product of that country, has now become a necessary of life in England; and no one can doubt that a most serious injury would be inflicted on the people of Britain, were any considerable impediment thrown in the way of its importation; and as the arbitrary policy of the Chinese government, which is not influenced by the maxims, and is regardless of the forms, that prevail among civilised states, has already interrupted this trade, and constantly exposes it to great dangers, it certainly appears that this is a case for forcible intervention — *dignus vindice nodus*, — and that we are entitled to demand that the trade should be placed on a solid footing, that the import and export duties should be rendered intelligible and moderate, and that an end should be put to the extortion and interference of the Chinese authorities.

PAPER. — In the edition of this Supplement issued in October, 1835, we stated, "The Commissioners of Excise Inquiry have made a very important suggestion with respect to the duty on paper. They recommend that the existing distinction between first class and second class paper should be put an end to; and that a duty of 1½d. per lb. be charged indiscriminately on all descriptions of paper. Were this recommendation adopted, a *half* would be deducted from the duty now charged on all paper used for writing and printing; and the manufacturer of inferior or wrapping paper would be allowed to make use of whatever materials he pleased. This judicious suggestion will, no doubt, be adopted. The stimulus to consumption that would be given by the fall in the price of paper consequent to a reduction of this sort, makes it abundantly certain that the revenue would lose little or nothing by the change; at the same time that the manufacturer would be relieved from several vexatious regulations, and that the gross injustice inflicted on authors and publishers by the paper duties would be materially

mitigated. To suppose that, under such circumstances, the duty should not be reduced, would be to suppose that government was not anxious to encourage, but to discourage, the manufacture; and that it preferred dealing unjustly by authors and publishers!" — (See 14th Report of Commissioners of Excise Inquiry.)

We are glad to be able to say, that we have not been disappointed in this anticipation. In 1836 the duty on all writing and printing paper was reduced a half, or from 3d. to 1½d. per lb., which is now the rate charged on all paper, millboard, pasteboard, &c. The oppressive duty of 1½d. the square yard, charged on paper when printed or stained, over and above the ordinary duty on such paper, was then also wholly repealed. The effect of this wise and judicious measure, in reducing the price of paper used in printing, has already been very sensibly felt. The abolition of the discriminating duty on stained or printed paper has been of very material importance. The reduction of price it has occasioned has enabled a much larger class of persons to get their apartments papered; and it has been in this way productive, not only of a great additional demand for paper, but of a great increase of comfort and cleanliness.

This measure has, also, in part obviated the injustice done to authors and publishers, by compelling them to pay a duty on the paper used in printing books previously to their publication; and, consequently, before it can be known whether the books will sell. When they do not sell, the tax has obviously to be paid out of the capital of the authors or publishers, and the loss arising from an unsuccessful publishing speculation is increased by its amount. (See *Dict.* p. 144.) It is true that every duty on paper, how limited soever, operates in this way, and is, therefore, objectionable on principle; but the hardship inflicted on an unsuccessful author by the existing paper duty being only half its former amount, is no longer of any very material importance.

As respects revenue, too, the measure promises to be most successful. In 1835, the nett produce of the duties on paper, in the United Kingdom, amounted to 715,749*l.*, of which the duty on stained paper produced 60,141*l.* This latter duty, as already seen, was totally repealed in 1836, and deducting it, the duty on printing and writing papers, paste-board, &c., in 1835, amounted to 655,602*l.* Now, the rates on the latter descriptions having been reduced a half, it follows, that had the consumption continued stationary, the duty would now have amounted to 327,801*l.*; whereas, it amounted, in 1838, to 539,789*l.*, being an increase of 65 per cent., and we understand that the increase last year was still greater. The fair presumption, therefore, is that in a year or two, the consumption of taxed paper will be doubled, and that the revenue will have lost nothing by the reduction. This, in fact, is almost always the case. An oppressive tax on an article in general demand is never effectually reduced, without the revenue being in a very short time benefitted by the measure. It may be truly said of taxation,—

———ab ipso
Ducit opes animarumque ferro.

The only thing to be regretted, is that the pruning knife is seldom vigorously and skillfully applied.

PATENTS. — The reader will find in the article **PATENTS**, in the *Dictionary*, some remarks on the grounds on which they are granted, and on the difficulty of legislating on the subject. The object in giving a patent is twofold. In the first place, it is intended to stimulate and reward invention; and, in the second place, it is intended to prevent an invention from being lost, by obliging the inventor, when he takes out a patent, to describe it accurately. The difficulty in legislating on the subject is to hinder real *bona fide* inventors from being harassed by unfounded actions, and at the same time to prevent quacks and pretenders from appropriating discoveries already made, to the injury of the public. To be useful, any law on such a subject must be drawn up with great care and circumspection. But such certainly has not been the case with the act as to patents (5 & 6 Will. 4. c. 77.), passed in 1835, of which a copious abstract is subjoined. It is altogether one of the crudest and most bungling attempts at legislation that has ever come under our notice. It gives to the patentee a right to make constant alterations in his specification; so that it will be next to impossible to learn from it what the invention really is for which the patent is granted. Under the old law, a patentee, who made any material improvements on his invention, was entitled to get a new patent for the improvements, so that no injury was done him by obliging him to make his specification quite accurate, at the same time that the public interests were secured. But every one naturally wishes to conceal his inventions; and, instead of counteracting this principle, the new law really offers a bonus on inaccurate specifications, by enabling the patentee to disclaim some parts, and to amend others; and he may do this over and over again, provided he obtain leave from the attorney or solicitor-general, to whose "good pleasure" the most important interests would thus seem to be left! It is not easy to imagine any thing more absurd. But we have little doubt, that the inconveniences that will result from it will lead to its

speedy repeal or amendment. Some of the other clauses seem also to be highly questionable.

Any person having obtained Letters Patent for any Invention may enter a Disclaimer.—Any person who hath obtained or shall hereafter obtain letters patent, for the sole making, exercising, &c. of any invention, may, if he think fit, enter with the clerk of the patents of England, Scotland, or Ireland, respectively, as the case may be, having first obtained the leave of the attorney-general, or solicitor-general in case of an English patent, of the lord advocate or solicitor-general of Scotland in the case of a Scotch patent, or of the attorney-general or solicitor-general for Ireland in the case of an Irish patent, a disclaimer of any part of either the title of the invention or of the specification, stating the reason for such disclaimer, or may, with such leave as aforesaid, enter a memorandum of any alteration in the said title or specification, not being such disclaimer or such alteration as shall extend the exclusive right granted by the said letters patent; and such disclaimer or memorandum of alteration, being filed by the said clerk of the patents, and enrolled with the specification, shall be taken to be part of such letters patent or such specification in all courts whatever: provided that any person may enter a caveat, as caveats are now entered, against such disclaimer or alteration; which caveat shall give the party entering a right to have notice of the application being heard by the attorney-general or solicitor-general or lord advocate respectively; provided also, that no such disclaimer or alteration shall be receivable in evidence in any action or suit (except in any proceeding by *scire facias*) pending at the time when it was enrolled, but in every such action or suit the original title and specification alone shall be given in evidence, and taken to be the title and specification of the invention for which the letters patent have been granted; provided also, that it shall be lawful for the attorney-general or solicitor-general or lord advocate, before granting such fiat, to require the party applying for the same to advertise his disclaimer or alteration, as to the said attorney-general, &c. shall seem right, and shall, if he require such advertisement, certify in his fiat that the same has been duly made.—(§ 1.)

Mode of Proceeding where Patente is proved not to be the real Inventor.—If in any suit or action it shall be proved or found by the verdict of a jury that a person who has obtained letters patent for any invention, or supposed invention, was not the first inventor thereof, or of some part thereof, by reason of some other person or persons having invented or used the same, or some part thereof, before the date of such letters patent, or if such patentee or his assigns shall discover that some other person had, unknown to such patentee, invented or used the same, or some part thereof, before the date of such letters patent, it shall be lawful for such patentee or his assigns to petition H. M. in council to confirm the said letters patent or to grant new letters patent, the matter of which petition shall be heard before the judicial committee of the privy council; and such committee, upon examining the said matter, and being satisfied that such patentee believed himself to be the first and original inventor, and being satisfied that such invention or part thereof had not been publicly and generally used before the date of such first letters patent, may report to H. M. their opinion that the prayer of such petition ought to be complied with, whereupon H. M. may, if he think fit, grant such prayer; and the said letters patent shall be available to give to such petitioner the sole right of using, making, and vending such invention: provided, that any person opposing such petition shall be entitled to be heard before the said judicial committee; provided also, that any person party to any former suit or action touching such first letters patent, shall be entitled to have notice of such petition before presenting the same.—(§ 2.)

If in any Action or Suit a Verdict pass for the Patentee, the Judge may certify, &c.—If any action at law or suit in equity shall be brought in respect of any alleged infringement of such letters patent heretofore or hereafter granted, or any *scire facias* to repeal such letters patent, and if a verdict pass for the patentee, or if a final decree or order be made for him, upon the merits of the suit, it shall be lawful for the judge who tried such action to certify on the record, or the judge who shall make such order to give a certificate under his hand, that the validity of the patent came in question before him, which record or certificate being given in evidence in any other suit or action touching such patent, if a verdict pass, or order be made, in favour of such patentee, he shall receive treble costs in such suit or action, to be taxed at three times the taxed costs, unless the judge making such second or other order, or trying such second or other action, certify that he ought not to have treble costs.—(§ 3.)

Mode of Proceeding in case of Application for the Prolongation of the Term.—If any person who hath or shall hereafter obtain letters patent shall advertise in the London Gazette 3 times, and in 3 London papers, and 3 times in some country paper published in the town where or near to which he carried on any manufacture of any thing made according to his specification, or near to or in which he resides in case he carried on no such manufacture, or published in the county where he carries on such manufacture, or where he lives in case there shall not be any paper published in such town, that he intends to apply to H. M. in council for a prolongation of his term of sole using and vending his invention, and shall petition H. M. in council to that effect, it shall be lawful for any person to enter a caveat at the council office; and if H. M. refer such petition to the judicial committee of the privy council, and notice shall first be by him given to any person who has entered such caveats, the petitioner shall be heard by his counsel and witnesses to prove his case, and the persons entering caveats shall likewise be heard by their counsel and witnesses; whereupon the judicial committee may report to H. M. that a further extension of the term in the said letters patent shall be granted, not exceeding 7 years; and H. M. is hereby authorised and empowered, if he think fit, to grant new letters patent for the said invention for a term not exceeding 7 years after the expiration of the first term: provided that no such extension shall be granted if the application by petition be not made and prosecuted with effect before the expiration of the original term in such letters patent.—(§ 4.)

In case of Action, &c., Notice to be given.—In any action brought for infringing any letters patent, the defendant on pleading thereto shall give to the plaintiff, and in any *scire facias* to repeal such letters patent the plaintiff shall file with his declaration a notice of any objections on which he means to rely at the trial of such action, and no objection shall be allowed to be made in behalf of such defendant or plaintiff at such trial, unless he prove the objections stated in such notice: provided always, that it shall be lawful for any judge at chambers, on summons served by such defendant or plaintiff on such plaintiff or defendant respectively to show cause why he should not be allowed to offer other objections whereof notice shall not have been given, to give leave to offer such objections, on such terms as to him shall seem fit.—(§ 5.)

Costs in Actions for infringing Letters Patent.—In any action brought for infringing any letters patent, in taxing the costs thereof regard shall be had to the part of such case proved at the trial, which shall be certified by the judge, and the costs of each part of the case shall be given according as either party has succeeded or failed therein, regard being had to the notice of objections, as well as the counts in the declaration, and without regard to the general result of the trial.—(§ 6.)

Penalty for using, unauthorised, the Name of a Patentee, &c.—If any person shall write, paint, or print, or mould, cast, or carve, or engrave or stamp upon, any thing made, used, or sold by him, for the sole making or selling of which he hath not obtained letters patent, the name or any imitation of the name of any other person who hath obtained letters patent, for the sole making and vending of such thing, without leave in writing of such patentee or his assigns, or if any person shall upon such thing, not having been purchased from the patentee or some person who purchased it from him, or not having the license in writing of such patentee or his assigns, write, paint, or otherwise mark the word "patent," the words "letters patent," or the words "by the king's patent," or any words of the like kind, meaning, or import, with a view of imitating or counterfeiting the stamp, mark, or other device of the patentee, he shall for every such offence be liable to a penalty of 50*l.*, to be recovered by action of debt, bill, &c. in any

court of record at Westminster or in Ireland, or in the court of session in Scotland, one half to H. M. and the other to any person who shall sue for the same: provided, that nothing herein contained shall be construed to extend to subject any person to any penalty in respect of stamping or in any way marking the word "patent" upon any thing made, for the sole making or vending of which a patent before obtained has expired. — (§ 7.)

PATRAS. (See GREECE.)

PEPPER.—The duty on pepper has been reduced from 1s. to 6d. per lb.; a reduction that will doubtless lead to a very material increase of consumption. — (6 & 7 Will. 4. cap. 60.)

PETERSBURGH.

Account of the Quantity and Value of the Different Articles of Russian Produce, shipped at Petersburg for Great Britain, during each of the Five Years ending with 1835. — (*Parl. Paper*, No. 567. Sess. 1836.)

Articles.	1831.		1832.		1833.		1834.		1835.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
<i>Fur.</i>										
Tallow	3,008,166	35,100,898	3,966,547	35,933,117	3,654,490	39,995,339	3,439,546	37,834,896	3,380,069	37,183,979
Hemp	1,175,138	7,000,828	1,157,469	6,944,814	1,295,886	7,775,216	1,246,111	7,452,666	1,319,451	7,210,706
Flax	201,345	3,015,430	499,541	4,995,410	341,182	5,411,820	341,408	5,414,020	310,131	4,101,310
Potatoes	145,720	1,149,760	10,201	81,608	19,551	156,408	21,621	172,968	15,766	146,288
Bristles	56,156	4,492,490	35,927	2,706,160	44,407	3,552,460	37,077	2,966,160	32,180	2,574,400
Lanterns	4,651	1,628,900	4,874	1,705,900	4,530	1,585,500	2,504	876,400	4,151	1,452,850
Hides	86,113	1,291,695	100,552	1,508,280	90,829	1,362,435	194,993	2,924,895	102,222	1,534,380
Wools	5,929	177,870	14,314	430,340	33,504	999,129	29,873	896,190	28,866	865,960
Iron	368,974	1,810,355	350,679	1,755,395	264,155	1,580,775	111,141	555,705	216,926	1,081,680
<i>Chests.</i>										
Linsed	200,954	6,028,020	122,625	3,678,750	125,183	3,755,490	108,705	3,261,150	139,057	4,171,710
<i>Pieces.</i>										
Lathwood	429,833	114,971	608,084	154,581	449,323	112,331	408,775	120,194	473,100	118,275
<i>Pieces.</i>										
Deals	2,555,531	2,555,531	1,906,011	1,906,011	2,175,032	2,175,032	2,457,938	2,457,938	2,049,567	2,049,567
Total value		62,444,666		61,798,366		66,432,026		62,933,182		50,174,084
Or in sterling	L.	2,714,986	L.	2,686,835	L.	2,888,549	L.	2,736,425	L.	2,181,482

Law as to Ships' Stores and Provisions in Petersburg and other Russian Ports.—Much inconvenience having arisen to shipmasters in Russian ports, from their not attending to the following regulations as to stores, &c., they are subjoined for their information:

Shipmasters arriving in ports of the Baltic from beyond the Sound, or in the ports of the Black and Azoff seas from beyond the Dardanelles, are allowed to pass for the use of their crews for each man of the same, including the shipmaster—

Spirituous liquors, 2 ankers, 14 gallons; beer or porter, 3 gallons; wine, 1 gallon; coffee, 10 lbs. Russian weight; tea, 1½ lb. Russian weight; sugar, 40 lbs. Russian weight, 36 lbs. English.

Duty is to be paid on any overplus found on board the vessels, if such goods be admitted to duty. Note—If the overplus be entered, it is not confiscated; if not, it is confiscated, and a fine levied of five times the duty on admissible goods, and twice the sale value on prohibited goods.

POST-OFFICE.—*Transmission of Newspapers by Post.*—The reader will find under the article Post-Office, in this impression of the *Dictionary*, a full account of the law as to the transmission of newspapers and letters by post, with the rates of charge on the same, &c. We subjoin the following statements from the act, 1 Vict. cap. 34., relating to the transmission of newspapers by post, for the information of those who may possess copies of the former impressions of the *Dictionary*.

United Kingdom.—Printed newspapers liable to the stamp duty and duly stamped, which have passed or which are to pass by the general post within the United Kingdom, will be delivered free of all charge, being no longer subject to penny or twopenny post rates as heretofore.

Newspapers not having passed or to pass through the general post, but which are put into and delivered through the penny or twopenny post of any city, town, or place, will be charged 1d. on each delivery.

British Colonies and Possessions.—Printed newspapers, duly stamped, addressed to any of her Majesty's colonies and possessions beyond seas (sent by her Majesty's packets), will be forwarded free of charge; if to be sent by private ships, a postage of 1d. each must be paid on putting them into a post-office.

Newspapers sent to India, the Cape of Good Hope, New South Wales, &c., will no longer be charged by weight, but 1d. each.

Newspapers printed in the British colonies and possessions, brought to the United Kingdom by her Majesty's packets, will be delivered free of charge; if brought by private ships, they will be charged 1d. each on delivery.

Newspapers may be sent from one British colony to another, via the United Kingdom, by her Majesty's packets, free of postage.

Foreign Ports.—Printed newspapers, duly stamped, addressed to the undermentioned countries and places, may be forwarded by her Majesty's packets free of charge, viz.:

France.	Buenos Ayres.
Hamburg.	Columbia.
Bremen.	Caraccas.
Denmark.	Carthagen.
Greece.	Bogota.
Corfu and Ionian Islands.	Havli, or St. Domingo.

If sent by private ships, 1d. each must be paid on putting them into a post office.

Newspapers published in any of the afore-named countries and places, and brought by her Majesty's packets, will be delivered free of charge, except those from France, which are

liable to 4d. each on delivery: if brought by private ship they will be charged 1d. each.

Printed newspapers, duly stamped, and sent by her Majesty's packets, or by private ships, to other foreign countries and places not enumerated in the preceding list, must be charged 2d. each when put into the post:—newspapers from such countries, brought into the United Kingdom by her Majesty's packets, or by private ships, will be charged 2d. each upon delivery.

Newspapers intended to be sent either to the British colonies and possessions, or to foreign parts, must be put into the post within 7 days after the day on which they were published; and foreign newspapers must be printed in the language of the country from which they have been forwarded. On failure of either of these provisions, they will be charged as letters.

If the person to whom a newspaper from the British colonies, or from foreign parts, is directed shall have removed from the place to which such newspaper shall be addressed prior to the delivery thereof at the place of its address, it may (provided it has not been opened or used, but not otherwise), be re-directed and forwarded to such person at any other place within the United Kingdom free of any additional charge; but if it shall have been opened or used, it will, on re-direction, be charged with the rate of a single letter from the place at which it shall have been re-directed or re-posted, to the place where delivered.

General Regulations.—All newspapers forwarded by post must be sent without covers, or in covers open at the sides: they are otherwise chargeable with postage as letters.

Newspapers, British or foreign, containing any letter paper, or thing enclosed, or with any writing or marks of reference or information whatever upon them, or upon the covers, other than the address, will be charged with treble the duty of letter postage.

Postmasters are authorised and required to examine and search all newspapers to protect the revenue from fraud; and the postmaster-general is empowered by the act of parliament to proceed against parties attempting any frauds upon the revenue through the medium of newspapers.

Postage of Letters. — We stated in our last Supplement that it was probable that the Post-office regulations with regard to the postage and transmission of letters, would speedily be placed on an entirely different footing; and in that anticipation we have not certainly been disappointed. It was obvious, indeed, to any one at all acquainted with what has been going on for these few years past, that the late rates of postage could not be much longer maintained. The fact that the Post-office revenue had continued nearly stationary during the twenty years ending with 1838, notwithstanding the vast increase in that period of population and of the intercourse between the different parts of the empire, was a conclusive proof that the rates of postage had been carried to a vicious excess; and that in the arithmetic of the Post-office, as well as of the Customs, two and two, instead of always making four, sometimes make only one. The effectual reduction of these rates was, therefore, urgently required, not only because of the importance to a commercial and manufacturing community of having the charge for the conveyance of correspondence fixed at a moderate amount, but because it was all but certain that moderate rates of postage would be more productive of revenue. It did not however follow, that because an average charge of 7d. or 7½d. each, on all letters conveyed by post, was very decidedly too much, that an invariable charge of 1d., whether the letter were conveyed 1 mile or 1,000 miles, was the precise limit that should be adopted! This was to rush from one extreme to another, and to endanger a considerable amount of revenue without any equivalent advantage. It must, no doubt, be admitted that the proposal for a uniform penny rate of postage had many recommendations in its favour. Being calculated at once to obviate trouble and save expense, it could not fail to be acceptable (what reduction of taxation is not?) to a large portion of the public, particularly to persons engaged in business. We believe, however, that the scheme was more indebted for its popularity to the oppressiveness of the old rates of postage than to any intrinsic merits of its own. Had these been reduced four or five years ago to a reasonable amount — that is, had letters of 1 oz. weight coming from Scotland or Ireland to London been reduced to 6d., and other letters in proportion, and mercantile circulars been allowed to pass under covers open at the ends at 1d. or 2d. each, we venture to say that the clamour for a uniform rate of penny postage would not have made any way. But in this, as usually happens on similar occasions, those who delay to make reasonable and necessary concessions, at the outset, are, in the end, compelled to concede a great deal more than would at first have been satisfactory. This, at all events, has been eminently true in this instance. The clamour for a uniform penny rate became too powerful to be resisted; and parliament, whether it were so inclined or not, was obliged to lend its sanction to the measure. The Act 2d and 3d Victoria, cap. 52., for regulating the duty on postage, did not indeed enact that the charge for conveying letters of a given weight should, in all cases, be reduced to 1d.; but it was introduced for the avowed purpose of enabling the Treasury to take the necessary steps to bring the charge about with the least inconvenience to all parties. In this view it gave the Treasury power to alter and reduce the rates of postage, without reference to the distance which letters may be conveyed, according to the weight of the letters, and not to the number or description of their enclosures: it also gave them power to adopt such regulations as they might think expedient as to stamped covers or envelopes; to suspend parliamentary franking, &c.

In virtue of the powers so conveyed, the Treasury have issued regulations by which all inland letters, without regard to the number of enclosures or the distance conveyed, provided they be paid when posted or despatched, shall,

If not exceeding ½ oz. weight be charged 1d.; 1 oz. 2d.; 2 oz. 4d.; 3 oz. 6d.; and so on, 2d. being added for every additional ounce up to 16 oz., beyond which, with the following exceptions, no packet, whether subject to postage or not, is received:—

1. Parliamentary petitions and addresses to her Majesty.

2. Parliamentary proceedings.

3. Letters and packets addressed to or received from places beyond sea.

4. Letters and packets to and from public departments, and to and from public officers that formerly franked by virtue of their offices.

5. Deeds if sent open, or in covers open at the sides. They may be tied with string and sealed, in order to prevent inspection of the contents, but they must be open at the sides, that it may be seen that they are entitled to the privilege.

With these exceptions, all packets above the weight of 16 oz. will be immediately forwarded to the Dead Letter Office.

But all letters not paid when they are posted or despatched are charged *double the above rates*.

All parliamentary and official franking has been put an end to; but members of either house of parliament are entitled to receive petitions to parliament free of charge, provided such petitions be sent in covers open at the ends, and do not exceed 6 oz. weight.

N. B. The regulations as to the postage of foreign letters depend to a considerable degree on the varying regulations of foreign states, and could not, therefore, be advantageously noticed in this place.

An important part of the new plan, suggested by Mr. Hill, of enclosing letters in stamped envelopes, has not yet come into operation. But it is in a forward state; and when it is carried into effect, it will, by affording an opportunity for purchasing enve-

lopes beforehand, obviate the trouble that is now occasioned by the payment of letters when they are posted.

Such are the more prominent features of the new system; and none can deny that it has the recommendations of simplicity and cheapness in its favour, and that it will greatly facilitate correspondence. But it may notwithstanding be doubted, whether its adoption was expedient. It is no doubt very convenient for merchants, bankers, middlemen, and retail dealers to get letters for 1*d.* that previously cost them 7*d.* or 7½*d.*; but their satisfaction is not the only thing to be attended to in forming a fair estimate of the measure. The public exigencies require that a sum of above fifty millions a year should be raised, one way or other; and so long as we are pressed by an unreasoning necessity of this sort, it is not much to say in favour of the repeal or diminution of any tax, that those on whom it fell with the greatest severity are delighted with the reduction. Sugar has in England become a necessary of life; and its consumption, to say the least of it, is quite as indispensable to the bulk of the people, and especially to the labouring classes, as the writing of letters. But would it, therefore, be a wise measure to repeal the duty on sugar, or to reduce it to 1*s.* a cwt.? It has been alleged, indeed, that taxes on the transmission of letters are objectionable on principle, and should therefore be repealed, independently altogether of financial considerations! But it is easier to make an allegation of this sort than to prove it. All taxes, however imposed, if they be carried (as was the case with the old rates of postage) beyond their proper limits are objectionable; but provided these be not exceeded, we have yet to learn why a tax on a letter should be more objectionable than a tax on the paper on which it is written, on the food of the writer, or on fifty other things.

It has, however, been contended, that in this instance there will be no loss of revenue, and that the increase of correspondence growing out of the reduction of the postage will be so vast as fully to balance the reduced rate of charge. That there will be a very large increase in the number of letters posted is abundantly certain; but, we apprehend, it will fall far short of this. Notwithstanding all that has been said about the *furor scribendi*, we believe that letter-writing is generally looked upon as a duty rather than a pleasure; and it does not follow, when the expense of postage is reduced, that the occasions for writing letters are proportionally increased. The period since the new system was introduced is much too short to allow of any fair estimate being formed of its results; though we believe that, in so far as the experiment has been tried, it has not realised the anticipations of its more sanguine advocates.

The following statement of the probable results of the new system was drawn up before it was commenced. Perhaps it will turn out not to be very wide of the mark.

The total *gross* receipt of the Post-office revenue of the United Kingdom, deducting overcharges and returned letters, amounted, in 1837, to 2,339,739*l.*: the expenses of the establishment for the same year amounted to 681,259*l.*, leaving a *nett* revenue of 1,658,480*l.* It is almost needless to say that there is no probability whatever that the expenses of the Post-office will be lessened by the rate of postage being reduced to 1*d.* On the contrary, it is all but certain, from the greatly increased number of letters, that these expenses will be very materially increased. Supposing, however, that the Post-office expenses remain constant, it will require the enormous number of 163,502,160 penny letters annually to pass through the Post-office to defray the cost of the establishment; and no fewer than 561,537,360 such letters would be required to prevent any loss of revenue. But though the number of letters passing through the Post-office under the penny rate may be fairly expected to exceed the first of these amounts, it is probable that a pretty long period will elapse before it comes up to half the second.

Taking the return published by the Postage Committee, of the number of letters passing through the Post-office in the week ending with the 22d of January, 1838, for a basis, it appears that in the course of a year the

General post letters in Great Britain and Ireland amounted, under			
the old system, to	-	-	- 48,945,624
Penny post letters	-	-	- 7,320,092
London twopenny and threepenny letters	-	-	- 12,058,800
Franked or privileged letters	-	-	- 6,390,204
Total letters	-	-	- 74,714,720

Now the question is, what will be the annual increase in the number of letters sent by post, under the new or penny rate? All answers to this question must, of course, be nearly hypothetical; and the following is precisely of this description:—

	Old System.		New System.
General post	48,948,624 letters per annum.		
Add for probable amount of those sent clandestinely	11,064,376		
Total	60,000,000	Supposed increase on general post letters $2\frac{1}{2}$ times	150,000,000
Penny post letters	7,820,092		say 10,000,000
London twopenny and threepenny letters	12,068,800	Supposed increase $2\frac{1}{2}$ times	30,000,000
Privileged letters and packets same as at present			7,000,000
New classes of advertisers, circular letters, &c.		Supposed	60,000,000
Increase in commercial travellers' letters			10,000,000
			<u>267,000,000</u>

Which, at 1*d.* per letter, would produce a *gross* revenue of 1,112,500*l.*; from which deducting 680,000*l.* for expenses, there remains a *nett* revenue of 432,000*l.*, being more than 1,200,000*l.* under its late amount.

But it is material to observe that the falling off in the revenue will not be so great as this, inasmuch as a very considerable number of letters exceed $\frac{1}{2}$ oz. weight. The facility, under the new system, of transmitting small parcels by post, instead of, as formerly, by mail, has made great numbers of them be so conveyed; and their postage will, in so far, contribute to increase the amount of revenue. It appears from the parliamentary papers, No. 129, session 1840, that the total number of letters passing through the Post-office in the United Kingdom during the week ending the 24th of November, 1839, when the old system was in force, was 1,585,973; and that the number passing through the Post-office in the week ending the 23d of February, 1840, under the new system, was 3,199,637, being an increase of about *double*. But, as already stated, the new system has been too recently introduced to allow of its being subjected to the test of experience. Six months will be necessary, even after the country has been saturated with envelopes and stamps, to enable a fair experimental estimate to be formed of its merits. It may, also, be certainly anticipated, whatever be the amount of the Post-office revenue under the new system at the outset, that it will increase with the rapidly increasing commerce, wealth, education, and population of the country. But that does not show that the new plan has any peculiar merit; the revenue would have increased under any reasonably well-contrived system. All taxes on articles in general use are sure, provided they be not excessive, to increase with every increase of population and wealth.

Had there been a surplus revenue of one or two millions, the loss that will be occasioned by the adoption of the new postage system would have been of less importance; though, if we estimate the loss at a million, it may be matter of doubt whether it would not have been more advantageous to have repealed those duties that bear hard on the great branches of national industry, as those on glass, raw cotton, &c. But the reduction has been forced upon the government, when the revenue is unequal to the expenditure, and when, consequently, the deficiency that it will occasion must be otherwise provided for. We, however, incline to think that by a judicious reduction and modification of some of the more oppressive and impolitic duties that still continue to disgrace our tariff, the whole, or, at all events, the greater part of the existing deficiency in the revenue may be made good without the imposition of any new tax, and without adding any thing to any one of the existing taxes. Any proposal for a new tax to meet the deficiency occasioned by the falling off in the Post-office revenue, will not tend much to increase the popularity of the uniform penny system.

The abolition of franking is a very great improvement. Franked letters were generally addressed to those who could best afford to pay the expense of postage, and who thus escaped a burden that fell with its full weight on their less opulent and less known neighbours.

PRUSSIA.—*Trade of England with Prussia.*—A superficial observer may be disposed to feel surprise that the intercourse between Great Britain and Prussia should be so very limited, as our Custom-house accounts represent it to be. In point of fact, however, these accounts apply only to that portion of our trade with Prussia which is directly carried on through her ports on the Baltic, and which is quite insignificant, compared with that which is indirectly carried on through the channels of the Elbe, the Weser, the Rhine, &c., or by way of Hamburg, Bremen, the Netherlands, &c. Corn, timber, linseed and linseed oil, iron, flax and hemp, bristles, and other raw and bulky products of the northern provinces of Prussia, are principally exported from Königsberg, Memel, Dantzic, Stettin, and the other ports of the Baltic; but her more valuable products, as the linens of Silesia, the cloths and other manufactured products of Saxony and the Rhenish provinces, the wools sold at the Breslaw and Frankfort fairs, and so forth, are all, or mostly all, exported from Hamburg, Bremen, and the ports on the Rhine and the Scheldt; while the sugar, coffee, and other colonial products, the dye-woods, cotton stuffs and yarn, hardware, earthenware, &c. supplied to her by England, are mostly all

imported through the ports in question; as is the raw cotton and other articles furnished to her by the United States, with the greater part of the wines supplied by France, &c. But neither Hamburg, Bremen, Rotterdam, nor the Scheldt, belongs to Prussia. All of them are independent of her; and hence it is that nine tenths of the trade which we carry on with the Prussian dominions is set down in our Custom-house accounts under the head of the trade with Germany, and with the Netherlands and Belgium. There are no means by which to determine the exact portion of the aggregate amount of the exports from England to the whole of the Germanic countries, including Holland and Belgium, that falls to the share of each; but we shall not be far wrong if we suppose that they are divided proportionally to the population of the countries among which they are distributed. On this hypothesis, and taking the entire population of Germany, exclusive of Austria*, but inclusive of the Netherlands and Belgium, at 36 millions, Prussia will have about 14 of this number; so that about $\frac{1}{3}$, or $\frac{1}{4}$, of all the trade we carry on with Germany, the Netherlands, &c. must be set down to the account of Prussia. Now, at an average of the six years ending with 1835, our exports to Germany, the Netherlands, Belgium, and Prussia, amounted to 7,410,133*l.* a year, $\frac{1}{4}$ ths of which, or 2,881,718*l.*, may be taken as the average amount of our exports to Prussia during that period!—(*Dict.* p. 678.) This statement shows the real value of the trade with this flourishing monarchy, and the importance of keeping up and extending our intercourse with her.

Prussian Commercial League.—Next to the efforts of the Prussian government to diffuse the blessings of education, their efforts to introduce a free commercial system into Germany constitute their best claim to the gratitude and esteem of their own subjects, and of the world. Germany, as every one knows, is divided into a vast number of independent, and mostly petty, states. Until a very recent period, every one of these states had its own custom-houses, and its own tariff and revenue laws; which frequently differed very widely indeed from those of its neighbours. The internal trade of the country was, in consequence, subjected to all those vexatious and ruinous restrictions that are usually laid on the intercourse between distant and independent states. Each petty state endeavoured either to procure a revenue for itself, or to advance its own industry, by taxing or prohibiting the productions of those by which it was surrounded; and customs' officers and lines of custom-houses were spread all over the country! Instead of being reciprocal and dependent, every thing was separate, independent, and hostile: the commodities admitted into Hesse were prohibited in Baden, and those prohibited in Württemberg were admitted into Bavaria. It is admitted on all hands that nothing has contributed so much to the growth of industry and wealth in Great Britain, as the perfect freedom of internal industry we have so long enjoyed, and that intimate correspondence among the various parts of the empire, which has rendered each the best market for the products of the other. How different would have been our present condition had each county been an independent state, jealous of those around it, and anxious to exalt itself at their expense! But, until within these few years, this was the exact condition of Germany; and, considering the extraordinary obstacles such a state of things opposes to the progress of manufactures, commerce, and civilisation, the wonder is, not that they are comparatively backward in that country, but that they should be so far advanced as they really are.

But, thanks to the intelligence and perseverance of Prussia, this selfish anti-social system has been well nigh suppressed; and the most perfect freedom of commerce is now established among the great bulk of the Germanic nations. The disadvantages of the old system had long been seen and deplored by well-informed men; but so many interests had grown up under its protection, and so many deep-rooted prejudices were enlisted in its favour, that its overthrow seemed to be hopeless, or, at all events, exceedingly distant. The address and resolution of the Prussian government have, however, triumphed over every obstacle. Being fully impressed with a strong sense of the many advantages that would result to Prussia and Germany from the introduction of a free system of internal intercourse, they pursued the measures necessary to bring it about with an earnestness that produced conviction, and with a determination, *coute qui coute*, to carry their point.

The first treaties in furtherance of this object were negotiated by Prussia with the principalities of Schwarzburg Sondershausen and Schwarzburg Rudolstadt, in 1818 and 1819, on the principle that there should be a perfect freedom of commerce between these countries and Prussia; that the duties on importation, exportation, and transit, in Prussia and the principalities, should be identical; that these should be charged along the frontier of the dominions of the contracting parties; and that each should participate in the produce of such duties, in proportion to its population. All the treaties

* We say exclusive of Austria, because almost all the English products made use of in the Austrian states are imported by way of Trieste. Switzerland is supplied through Genoa.

subsequently entered into have been founded on this fair and equitable principle; the only exceptions to the perfect freedom of trade in all the countries comprised within the league or tariff alliance being confined, 1st, to articles constituting state monopolies, as salt and cards, in Prussia; 2d, to articles of native produce, burdened with a different rate of duty on consumption in one state from what they pay in another; and, 3d, to articles produced under patents, conferring on the patentees certain privileges in the dominions of the states granting the patents. With these exceptions, which are not very important, and are daily decreasing, the most perfect freedom of commerce exists among the allied states.

Since 1818, when the foundations of the alliance were laid, it has progressively extended, till it now comprises more than three fourths of the Germanic states, exclusive of Austria. Ducal Hesse joined the alliance in 1828, and Electoral Hesse in 1831; the kingdoms of Bavaria, Saxony, and Wirtemberg, joined it afterwards, as have Baden, Nassau, and almost all the smaller states by which it had not been previously joined, with the exception of Mecklenburg Schwerin, Mecklenburg Strelitz, Oldenburg, and Brunswick. Hanover is not included within the league.

At the commencement of 1836, the tariff alliance comprised

	German Sq. Miles.	Population.
Prussia, without Neufchatel, but inclusive of the small parcels of her territory surrounded by other states	5,157	12,800,196
Bavaria and her detached territories	1,477	4,552,813
Saxony (kingdom of)	272	1,595,668
Wirtemberg and Hohenzollern Sigmaringen	385	1,631,779
Hesse (Electoral)	182	700,327
Hesse (Duchy of) and Homburg	179	769,691
The Thuringian States	233	908,478
Baden (duchy of) and part of Hohenzollern	280	1,232,185
Nassau	83	373,601
Frankfort	4	60,000
Totals	8,252	25,324,668

Throughout the whole extent of this immense country, from Aix-la-Chapelle, on the confines of the Netherlands, eastward to Tilsit, on the confines of Russia, and from Stettin and Dantzic southwards to Switzerland and Bohemia, there is nothing to interrupt the freedom of commerce. A commodity, whether for consumption or transit, that has once passed the frontier of the league, may be subsequently conveyed, without let or hindrance, throughout its whole extent. Instead of being confined within the narrow precincts of their own territories, the products of each separate country of the alliance may now be sent to every one else; each will, in consequence, apply itself, in preference, to those departments in which it has some natural or acquired advantage; and each will have to depend for its success, not on the miserable resource of customs' regulations, but on its skill and industry. The competition thence arising will be most salutary; and, should the peace of Europe be preserved, we run little risk in saying, that all sorts of industry will make more progress among the states comprised within the tariff alliance, during the next ten years, than they have done during the previous half century.

An assembly of representatives from the allied states meets annually, to hear complaints, adjust difficulties, and make such new enactments as may seem to be required. The Prussian tariff has been adopted, with certain modifications, and is now the only one in force. The duties are received into a common treasury, and are apportioned according to the population of each of the allied states. In addition to its other advantages, the new system has reduced the cost of collecting the duties to a mere trifle, compared with its former amount; and has enabled hundreds of custom-houses, and thousands of customs' officers, to be employed in the different departments of industry.

The existing discrepancy in the weights and measures used in different parts of Germany occasions considerable inconvenience; and we are glad to observe that the equalisation of weights and measures and their reduction to a common standard in all the allied states, is declared to be one of the objects of the league.

It is also expressly provided that the tolls, or other charges in lieu thereof, shall, in all cases, whether they belong to the public, or to private individuals, be limited to the sums required to keep the roads in a proper state of repair; and that the tolls existing in Prussia shall be considered as the highest that are to be levied, and shall not in any case be exceeded.

It was at first supposed by many persons in this country, and the opinion is not yet entirely abandoned, that the Prussian league was in some degree directed against us, and that, at all events, it threatened to be very injurious to our trade with Germany; we do not, however, believe that there is any foundation whatever for either of these opinions.

The alliance was planned, and brought to its present advanced state, in the view, and with the intention, of putting down the galling and innumerable restraints by which the intercourse of the German states with each other was formerly interrupted; and not with the intention of throwing any obstacles in the way of the trade of the alliance with foreign countries: it is, indeed, quite absurd to suppose that it should have this effect. The freedom of internal commerce will do ten times more to promote the industry and prosperity of the allied states than any other measure, or system of measures, that their governments could have adopted; and, as population increases, and the inhabitants become more industrious and wealthy, there will, no doubt, be an augmented demand for foreign products. The league is now no new thing. It was formed several years since, and has been progressively augmented; but, hitherto, it has not had the slightest influence in diminishing our intercourse with Germany; our exports to it, including Holland and Belgium, being greater at present than at any former period! (See *Dict.* p. 678.) Generally speaking, the duties on imports are reasonable; at least, on all the finer descriptions of goods. It never, in fact, can be the policy of the alliance to make them oppressive; for, though certain states might erroneously suppose that their interests would be promoted by such means, others would undoubtedly be of a different opinion, and would resist any attempt to carry them beyond a reasonable amount. It is a mistake to suppose that Prussia has an overwhelming influence in the assembly. She must conciliate the other states, and carry them along with her; and this can only be done by acting on liberal principles, and with a view to the common interest of the alliance.

Besides, if any of the existing duties be exorbitant, or if any of them, that are at present moderate, should be subsequently raised to an exorbitant pitch; does any one suppose that the over-taxed articles would not be immediately smuggled into all parts of the league? We, who occupy an island, and have revenue cruisers and coast guards on all the seas and shores most accessible to the smuggler, know from experience that it is not possible to hinder over-taxed commodities from making their way, in immense quantities, into our markets. But the facilities for smuggling into the territories of the league are incomparably greater. It has a land frontier of several thousand miles; and though the whole Prussian army were employed for that purpose, it would be found that it was utterly impotent to prevent the territories of the league from being deluged with such over-taxed commodities as were in demand by the inhabitants.

It must be admitted that we have done not a little to provoke Prussia, and that we had no reason to be surprised had she manifested symptoms of irritation. She has only three great staple articles of export—corn, timber, and wool. Now, of these, we admit only the last on any thing like fair terms; in ordinary years we entirely exclude corn, and we lay a duty of no less than 55s. a load on Prussian timber, while we admit the inferior timber of North America on payment of a duty of 10s. Had, therefore, the Prussian tariff been levelled against us, we should have had but slender grounds for complaint; but such is not really the case. It may, indeed, be fairly inferred that, by agreeing to lower the oppressive duties on timber and corn, we might prevail on Prussia to use her influence to get the alliance duties on cotton stuffs, hardware, &c. abated; but, till we consent to moderate our duties on the articles in question, it is not to be supposed that Prussia will pay much attention to the exceptions we may take to any of the duties.

We are glad to be able to strengthen our view of the influence and objects of the Prussian commercial league, by laying before the reader the following extract from a work printed by order of the House of Representatives of the American States. "Prussia," it is there said, "has evidently taken the lead in this wise and important measure, to which the smaller states have gradually acceded. The whole commercial policy of this enlightened power has been distinguished for its liberality, being founded on the desire of placing her intercourse with all nations on the basis of reciprocity. The commercial league of Germany is intended to carry out this principle, and not to be directed, as has been supposed, against any particular nation; as it is well known that Prussia, in her treaties with maritime powers, has invariably adopted the system of reciprocity, to whatever extent those with whom she negotiates are willing to carry it. The establishment of this community of commercial interests forms a part of the fundamental compact, by which the new Germanic confederation was created, after the dissolution of the Confederation of the Rhine; to be subsequently adopted, however, at the option of such of the co-states as should choose to accede to it. Its effects cannot fail to promote commerce, and every other branch of industry, as it removes all those vexatious and endless difficulties which previously obstructed the freedom of intercourse. Navigable rivers and highways are now opened to the unfettered use of the German people; the customs' and toll-houses, with their officers and barriers, have been withdrawn from the interior, and the whole intercommunication resembles that of the subjects of any one

of the states within its own territories. To these benefits may be added the assured prospect of improvement in the finances of the great and smaller sovereignties composing the league. This advantage will grow out of the simplicity or unity of the new system, a saving in the cost of collection, and from the increased consumption which renovated industry and progressive prosperity so invariably cause."—(*Digest of Customs' Laws* vol. iii. p. 227.)

Prussian Duty on Cottons.—The duty on cotton goods being that in which we are most interested, we have taken some pains to ascertain its real influence. This duty amounts (see *post*) to 50 rix-dollars per Prussian quintal on all cotton goods, without respect to quality or price; and, taking the quintal at 113 lbs. avoirdupois, and the rix-dollar at 3s., it is equal to 7l. 10s. per 113 lbs. Now, we have learned from statements obligingly furnished to us by a large wholesale house in the city, —

1st. That a quintal (113 lbs.) of *coarse shirting*, worth 4d. per yard, contains 497 yards; it consequently costs 8l. 6s., and the Prussian or tariff alliance duty of 7l. 10s. on it is, therefore, equivalent to an *ad valorem* duty of 90 per cent.

2d. That a quintal of *superior shirting*, worth 1s. a yard, contains 457·65 yards; it consequently costs 22l. 17s. 7d., making the Prussian duty on such goods 32½ per cent.

3d. That a quintal of *printed cottons*, worth 1s. 6d. a yard, contains 633 yards; it consequently costs 47l. 9s., making the Prussian duty on such goods 15½ per cent.

4th. That a quintal of *fine printed cottons*, worth 2s. 6d. a yard, contains 678 yards; it consequently costs 84l. 15s., making the Prussian duty on such goods 8½ per cent.

It is plain, therefore, that, except on the coarsest and cheapest species of goods, the Prussian or tariff alliance duty is very far from being oppressive; and, as the value of coarse goods is principally dependent on the cost of the raw cotton and the wages of labour, being but little influenced by superiority of machinery, it is not very probable that we should export them largely to Prussia, even were the duty materially reduced. No doubt, however, it would conduce greatly to the interests of the people comprised within the league, though we do not know that it would sensibly affect us, were the duty assessed on an *ad valorem* principle, and made 20 or 30 per cent. on all goods; and we should think that this might be done without any material difficulty.

The subjoined translation of the more important clauses of the customs' treaty of the 22d of March, 1833, sets the principles on which the alliance is founded in the clearest point of view.

Customs' Treaty, concluded the 22d March, 1833, between the Kings of Bavaria and Wirtemberg, on the one part; and the King of Prussia, the Prince Electoral Co-regent of Hesse, and the Grand Duke of Hesse, on the other part.

I. The existing customs' unions between the states above named shall henceforth constitute a general Union, united by a common system of customs and commerce, embracing all the countries comprised therein.

II. In this general re-union are also comprised the states which have already adhered, either for the whole of their territory, or for a part, to the system of customs and commerce of one or other of the contracting states, having regard to their special relations, founded upon the conventions of adhesion concluded with the states which have intervened.

III. But there will remain excluded from the general re-union the parts separated from the countries of the contracting states which, because of their situation, are not yet included either in the re-union of the Bavarian or Wirtemberg customs, nor in those of Prussia and Hesse. Nevertheless, the regulations now in force to facilitate the commerce of these territories with the principal country will be maintained. Other favours of this kind cannot be accorded without the unanimous consent of the contracting states.

IV. In the contracting states there shall be established uniform laws for the duties of import, of export, and of transit, except such modifications as, without injury to the common object, result necessarily from the particular legislation of each contracting state, or from local interests.

Thus, exceptions and modifications to the common tariff may take place, as to rates of duties of entry, of export, and of transit, (according as the direction of the routes of commerce may require,) established upon articles recognised as of minor consequence in extensive commerce; provided always, that these modifications be preferred by separate states, and that they shall not be disadvantageous to the general interests of the Association.

The administration of the duties of import, export, and transit, as well as the organisation of the authorities which are engaged therein, in all the states of the Association, shall be established upon a uniform footing, having regard, however, to the particular relations existing in those countries. The laws and ordinances which, according to those principles, ought to be uniform in the contracting states, and which are to constitute the law of the tariff and the regulations of the customs, shall be considered as an integral part of the present treaty, and shall be published at the same time.

V. There can neither be alterations, or additions, or exceptions, to the acts above mentioned (Art. IV.), but by the unanimous consent of all the contracting parties, and in the form required for the making (*confection*) of the laws.

The preceding applies equally to all the ordinances which would establish, for the administration of the customs, dispositions entirely different.

VI. Liberty of commerce, and community of the receipts of customs, as regulated by the following article, will commence simultaneously with the operation of the present treaty.

VII. Dating from this epoch, all duties of import, of export, and of transit shall cease on the common frontier of the Bavaro-Wirtemberg and Prusso-Hessian customs' re-unions. All articles of free commerce in one of those territories may be imported freely and without duty into all the others, except only as follows:

A. Articles monopolized by the states (playing cards and salt) conformably to Articles IX. and X.

B. Indigenous articles, now subject in the interior of the contracting states to different duties, or excepted from all duty in one state, and imported into another, and which according to article II. ought consequently to be subject to a duty of compensation.

Finally, C. Articles which, without prejudice to patent rights or conceded privileges in one of the contracting states, cannot be imitated or imported, and ought consequently to be excluded during the existence of the patents and privileges from importation into the state which has granted them.

VIII. Notwithstanding the freedom of commerce, and the exemption from duties, established by Article VII., the transport of articles of commerce, subject by the common tariff to duties of import or export on the frontiers of the Association, cannot take place between the states of Bavaria and Wirtemberg, and the states of Prussia, of Electoral Hesse, or of Grand Ducal Hesse, and reciprocally, except by the public roads, military routes, and navigable rivers. For this purpose there shall be established, on the interior frontiers, common *bureaus* of verification, to which the conductors of merchandise must, on exhibiting their licences, declare what are the articles which they are employed to transport from one territory to another.

This disposition will not be applicable to retail commerce in raw materials, nor to the petty commerce of the frontiers or the fairs, nor to the effects of travellers. Process for the verification of merchandise will go no farther than is required for security of the duties of compensation. — (See Art. VII. B.)

XIII. The contracting parties reciprocally renew their adhesion to the principle, that the tolls, or other charges in lieu thereof, shall only be sufficient to defray the expense of maintenance and repairs of the roads; whether the tax be for the state or for private rights. It was thus that has been approved the supplement to the duty of customs, created in Bavaria and Wirtemberg, to replace the duty of tolls, paving, causeways, bridges, and generally of all analogous taxes.

The tolls, &c. now existing in Prussia, according to the general tariff of 1828, shall be considered as the *highest rates*, and shall not be exceeded in any of the contracting states.

In accordance with the principle thus announced, the individual duty for closing the gates of cities shall be abolished; as also the duty of paving of causeways, where it still exists; and all paved roads will be considered as causeways of a description liable only to the duty on causeways established by the general tariff.

XIV. The contracting governments agree to unite their efforts to introduce into the states a uniform system of coins, weights, and measures; to commence immediately the requisite negotiations for this purpose; and, subsequently, to direct their efforts towards the adoption of uniform custom-house weights.

The contracting states, in the impossibility of establishing this uniformity before this treaty goes into operation, agree, for facilitating the forwarding of merchandise where it has not already been done, to revise their tariff as to weights and measures, assuming for a basis the tariffs of the other contracting states. They will cause such modifications to be published, for the government of the public, and of their custom-house *bureaus*.

The common tariff (Art. IV.) shall be divided into two principal divisions, according to the system of weights, measures, and monies of Bavaria, and that of Prussia.

The declaration of the weights and measures of articles subject to duty shall, in Prussia, be according to Prussian weights and measures; in Bavaria and Wirtemberg, according to those of Bavaria; and in the two Hesses, according to the weights and measures there legally established.

In expediting custom-house acts, the quantity of merchandise must be expressed according to the two principal divisions of the common tariff.

Until the contracting states agree upon a system of common money, the payment of duties in each state shall be made in the same currency as is in use for payment of its other taxes.

But, from the present time, the gold and silver coins of all the contracting states, with the exception of small money (*scheldemünze*), shall be received in all the *bureaus* of receipt of the Association; and for this purpose, tables of value shall be published.

XV. The duties of navigation upon the rivers, comprising therein those which apply to vessels, shall always be mutually acquitted according to the acts of the Congress of Vienna, or of special conventions, upon all the rivers to which these regulations apply, unless other determinations be adopted in this respect.

The contracting states agree to enter, without delay, into negotiations for that which particularly regards the navigation upon the Rhine and the neighbouring streams, in order to effect an arrangement by which the import, export, and transit of the productions of all the states of the Union upon said streams shall be, if not absolutely free, at least relieved as far as possible from duties of navigation, under the reserve of charges of reconnaissance.

All the advantages granted by one state of the Union to its subjects, in the exercise of the navigation upon said streams, shall extend equally to the navigation of the other associated states.

Upon the other streams to which neither the acts of the Congress of Vienna, nor any other treaties apply, the duties of navigation shall be according to the special regulations of the governments interested. Nevertheless, the subjects of the contracting states, their merchandise and vessels, shall throughout, be treated on those streams with perfect equality.

XVI. Dating from the day on which the general custom-house regulations of the Union shall come into operation, the duties of public stores (*étapes*), and of trans-shipments (*umschlagnechte*), which still exist in the territories belonging to the Association, shall cease, and no one shall be liable to forced delay, nor to the discharging and storage of his merchandise, except in cases authorised by the common regulations of the customs or navigation.

XVII. No duties shall be claimed for canals, locks, bridges, ferries, cranes, weighing and storage; and the establishments destined to facilitate commerce shall not be allowed rent, except when actually used. Charges cannot be increased; and the subjects of the other contracting states shall be on a perfect equality with the subjects of the country having those establishments.

If the establishments for weighing, and cranes are only used by the custom-houses, no charge shall be made, if the articles have been previously weighed at a custom-house.

XVIII. The contracting states engage to continue their common efforts for the encouragement of industry by the adoption of uniform regulations, so that the subjects of each state may enjoy, as extensively as possible, the privilege of seeking work and occupation in every other state.

From the coming into operation of the present treaty, the subjects of any one of the contracting states, trading or seeking employ in the territory of any other of those states, shall not be subject to any imposition which does not equally affect the native similarly employed. Manufacturers and merchants who are only making purchases for their trade, or travellers who have not goods with them, but simply patterns for the purpose of soliciting commissions, shall not, when thus employed, have any duty to pay in another state, if authorised to carry on such commerce in the state where they have their domicile; or if employed in the service of native manufacturers or merchants.

When trading in the markets and fairs, or when they are selling the produce of the soil and fabrics, in any one of the states of the Association, the subjects of the other contracting states shall be treated in all respects as subjects of the same states.

XIX. The seaports of Prussia shall be open for commerce to all the subjects of the states of the Union, on payment of the same duties as are paid by Prussian subjects, and the consuls of the several states in the seaports or places of foreign commerce, shall be bound, in cases of need, to assist with their advice and support the subjects of the other contracting states.

XX. To protect against contraband their common custom-house system, and to insure the regular payment of the duty of consumption in the interior, the contracting states have concluded a reciprocal cartel, which shall be enforced as soon as possible, but, at the farthest, at the same time with the present treaty.

XXI. The community of receipts of the contracting states, stipulated by the present treaty, shall comprehend the product of duties of entry, of export, and of transit, in the Prussian states, the kingdoms of

Bavaria and Wirtemberg, the Electorate, and the Grand Duchy of Hesse, comprising therein those countries which have down to the present time acceded to the custom-house system of the contracting states.

The following are excluded from the community of receipts, and remain reserved for the particular benefit of the respective governments :—

1. The imposts collected in the interior of each state on indigenous products, comprising therein the compensatory duties reserved in Article XI.

2. The toll on rivers, to which are applicable the regulations of the acts of the Congress of Vienna, or special conventions. (Article XV.)

3. Duties of paving, of causeways, of bridges, of ferries, of canals, of locks and ports, charges of weighing and storage, as well as similar receipts, whatever may be their name.

4. The fines and confiscations which, beyond the part allowed to informers, remain the property of each government throughout its territory.

XXII. The produce of the duties received into the common treasury shall be divided among the states of the Association, in proportion to the population which may be found in the Union; subject to deduction, 1st, of the expenses specified in Article XXX; 2d, of the restitution of erroneous receipts; 3d, of the restoration of duties and diminutions made in consequence of special common conventions.

The population of every state which has entered or may enter into the Association, by treaty with one or other of the contracting states, under the engagement made by the latter, to make an annual contribution, for the participation of the former to the common revenue of the customs, shall be added to the population of the states which make this contribution.

There shall be made every three years, dating from a period to be hereafter fixed, an exact enumeration of the population of the associated states; the states shall reciprocally communicate the results thereof.

XXIII. All restitutions of duties not authorised by the legislation of the customs, shall remain charged to the treasury of the government which shall have granted it.

Conventions, hereafter to be concluded, will regulate in what cases similar restitutions may be accorded.

XXIV. In conformity with the object of this association of customs tending to facilitate a freer and more natural commercial intercourse, the favours accorded for the payment of custom-house duties at certain places in which fairs are held, especially the privileges of abatement (*rabat privilegien*), shall be extended to those states of the Association where they do not exist; on the contrary, they cannot be restricted and abolished as far as possible, regard being had to the means of subsistence of the places heretofore favoured, and to the commercial relations which they have with foreigners; but others can, on no account, be granted without the general consent of the contracting parties.

XXXIII. There shall every year, on the 1st day of June, be an assembly of plenipotentiaries of the governments of the Union empowered generally to deliberate; and each state may send thither a duly authorised representative.

The plenipotentiaries will choose from among themselves a president, who, however, shall have no pre-eminence over the other members.

The first assembly shall be held at Munich.

At the close of each annual assembly, the place of next meeting will be determined, having reference to the nature of those subjects which will then come under discussion.

XXXIV. The assembly of plenipotentiaries will have under its consideration the following subjects :—

A. To consider the complaints which may have arisen in any of the states of the Association, concerning the execution of the general treaty, of special conventions, of the law, and of custom-house regulations; also of the tariff, when these shall not have been adjusted during the year by correspondence between the different ministers.

B. The definitive repARATION among the states of the Union of the total common receipts, based upon the observations made by the superior authorities, and verified by the central *bureau*, as may be rendered necessary by the common interest.

C. To deliberate upon propositions and suggestions made by the governments for the perfection of the administration.

D. Discussions upon alterations demanded by any of the contracting states, in the laws, tariffs, and custom-house regulations, as well as in the organisation of the administration, and in general upon the development and perfection of the general system of customs and commerce.

XXXV. If, in the course of the year, when the plenipotentiaries are not in session, extraordinary incidents should occur, which require prompt decision on the part of the states of the Union, the contracting parties will consult upon these through their diplomatic agents, or they will order an extra sitting of their plenipotentiaries.

ROYAL TARIFF OF THE PRUSSIAN STATES, AND OF THE GERMAN CUSTOMS' UNION.

To be in force from the 1st January, 1840, to the 31st December, 1842.

I. Articles not liable to any Duty.

Trees for transplantation, and vines; bee-hives with live bees; blood of slaughtered cattle, both in a liquid and dry state; gas of brandy (hogwash); animal and other sorts of manure; eggs; clay and ore, not specifically charged with duty, as bolus, pumice-stone, bloodstone, brownstone, plaster, yellow clay, &c.; agricultural produce, and cattle of an estate separated by the frontier; fresh fish and "raia"; grass, fodder, and hay; fresh garden produce, — as, flowers, vegetables, succory (not dried), potatoes and turnips, eatable roots, &c.; poultry, and small game of every kind; potters' ore (aliquifoux); gold and silver, coined, in bars and fragments, excluding foreign small coin of silver; furniture and effects, worn clothes and linen, tools that have been used by individuals settling in the country; also, by particular permission, new clothes, linen, and effects, if they belong to persons settling in the country through marriage; wood (both for fuel and timber), if transported by land and not destined for shipping; coarse wood and brooms, and willow for baskets; travellers' and seamen's clothes and linen, and travellers' carriages, waggons, and boats for transporting persons and goods, furniture of vessels, and provisions used for travelling; instruments, and patterns carried by travellers for their own use only; peat and tan for fuel; milk; fresh fruit; paper clippings and written papers (leaves, waste paper, &c.); seeds of forest trees, shave

grass, reeds for roofing, &c.; refuse wool; stones, hewn and rough, chalk, slate, tiles and bricks, mill and grindstones transported by land, and not destined for shipping; straw, chaff, cut straw; all kinds of animals for which no duty is mentioned in the tariff; turf and charcoal; husks of grain, and of grapes.

II. Articles which are liable to Duty on Importation or Exportation.

Fifteen silver groschen, or half a dollar, is the general duty on importation for one quintal (hundred weight) Prussian gross weight; and no further tax on consumption is levied in the country, nor then when the article is exported.

Exceptions, however, occur with all articles, which either, according to the preceding regulations, are entirely exempt from duty, or, according to the following sections, are liable to duty; as—

Articles subject to a higher or lower import duty than half a dollar for one quintal; or,

Articles subject to a duty on exportation.

The following are those articles on which the affixed duties are levied :—

[We subjoin a note of the duties imposed on some of the principal classes of import.*]

* The Prussian dollar, of 30 silver groschen, is equal to about 2s. 11½d. sterling; but in estimating duties it is usually taken, at 2s. The quintal or centnar of 110 lbs. is equal to 113,381 lbs. avoirdupois.

Names of the Articles.	Weight or Number.	Duty on				Reduction for Tare on the Quintal gross Weight.	Names of the Articles.	Weight or Number.	Duty on				Reduction for Tare on the Quintal gross Weight.					
		Importation.		Exportation.					Importation.		Exportation.							
		R. Doll.	Gros.	R. Doll.	Gros.				R. Doll.	Gros.	R. Doll.	Gros.						
Beer of all sorts	Quin. 1	2	15	-	-		perfumes, cases for instruments, &c., watches, clocks, and pendulums, lustres of bronze, plated with gold or silver; superfine wares of metals (japanned, or pasteboard (papier maché), umbrellas, parasols, fans, artificial flowers, plumes of feathers, locks, periwigs, &c. &c. In fine, all kinds of fancy wares (quincallerie), unless otherwise specified, with articles spun of cotton, linen, silk, wool, which are connected with iron, glass, wood, leather, brass, or steel; for instance, caps of cloth, and other stuffs, combined with leather, buttons, tassels, &c. &c.	Quin. 1	50	-	-	-	20 lbs. in casks & chests.					
Brandy, rum, and arrack	1	8	-	-	-	25 lbs. in boxes, 15 in baskets, 7 lbs. in double casks. 52 lbs. in barrels and cases, 14 lbs. in baskets, 7 lbs. in bags. 14 lbs. barrels of oak and other hard woods, 10 lbs. barrels of soft wood, and in baskets, 4 lbs. bags, 12 lbs. in casks.	Glass and articles of glass:— Green bottle glass. Note.—When loosely packed, 54 cubic feet are estimated as 1 quintal. White bottle glass, cut or with cut bottoms (Hultencandel), brims, and table glass, without distinction of colour. Cut glass, gilt, painted, &c., with all kinds of massive and cast glass, drops for chandeliers, knobs, brads, and enamel. Looking glasses, with or without quicksilver.— Cast; if the piece do not measure more than 1 square foot. Blown; if the piece do not measure more than 2 square feet, like table glass. Cast; if the piece measures 144 to 288 sq. inches sq. in. sq. in. Cast and blown, without distinction:— 288 to 576 576 to 1,000 1,000 to 1,400 1,400 to 1,900 1,900	Quin. 1	1									
Cocoa, ground; chocolate, and chocolate succory	-	11	-	-	-													
Cocoa	1	6	20	-	-													
Coffee and coffee succory	1	6	20	-	-													
Cheese	1	3	20	-	-													
Coal	1	-	14	-	-													
Cotton and cotton goods:— Raw cotton	1	Free.	-	-	15													
Cotton yarn, white, untwisted yarn, and wadding	1	2	-	-	-	18 lbs. in barrels and boxes, 7 lbs. in bales.												
Double, twisted thread (thread-knitting yarn), and all sorts of dyed yarn, also bleaching yarn	1	8	-	-	-								25 lbs. in casks and chests, 14 lbs. in baskets.					
Cotton stuffs, and cotton and linen goods, without any admixture of silk and wool; stockings, lace, buttons, and fancy articles; tinsels, and gauds of tinsel and cotton, or cotton and linen, without any admixture of silk; wool, iron, glass, wood, leather, brass, steel, and other materials	1	50	-	-	-	20 lbs. in barrels and chests, 8 lbs. in bales.							5					
Copper and brass:— Brass and copper in pigs, crude or black copper, pure or (rose) copper, old pieces of copper and brass, as also filings of copper and brass, bell metal, copper, and other small coin for melting (the latter on especial permission, may be imported on paying the general importation duty).													18 in chests.					
Wrought, rolled, and cast copper and brass, for utensils, &c.; also copper kettles as they came from under the hammer, brass plates, common and plated wire, with polished, rolled, and plated tables, and plates	1	6	-	-	-	13 lbs. in barrels and chests, 6 lbs. in baskets, 4 lbs. in bales.							22 lbs in casks and chests, 14 in baskets.					
Manufactured goods; as, kettles, pans, &c. &c.; all other articles of copper and brass, candlesticks, bells, brass-work for harness, &c., pins, if they are not combined with the precious metals; also painted japanned copper and brass wares	1	10	-	-	-	13 lbs. in chests, 6 lbs. in baskets, 4 lbs. in bales.							14 lbs. in casks.					
Fancy articles (Birding-ham ware, quincallerie), manufactured wholly or partly of gold, silver, platinum, similar or other admixtures of precious metals, inlaid with gold or silver bronze (plated), mother of pearl, coral & precious stones; articles in connection with alabaster, amber, ivory, whalebone, plaster of Paris, glass, wood, horn, bone, tortoise, varnish, leather, marble, Turkish tobacco, pipe clay, base metals, tortoiseshell, and false stones, &c. &c.	1	50	-	-	-		Gunpowder	1	2	-	-	-	10 lbs. in casks and chests, 6 lbs. in baskets, 4 in bales.					
							Hardware:— Common cast articles; as, stores, plates, railings, &c. Common goods made of cast iron, iron, and steel, iron plates, steel, and iron wire connected with wood; goods of the same description which are tinned but not polished; as, axes, sword blades, files, hammers, hatchets, hinges, screws, flax combs, coffee roasters and mills, chains, machines of iron, nails, pans, shovels, locks, buckles and rings (not polished), vises, scythes, sickles, chisels, horse combs, steeple clocks, scissors, balance beams, tongs, &c. &c. Fine hardware, whether made entirely of fine cast iron, fine polished iron or steel, or from these combined with wood,	1	1									

Prussian Tariff—continued.

Names of the Articles.	Weight or Number.	Duty on				Reduction for Tare on the Quintal, gross Weight.	Names of the Articles.	Weight or Number.	Duty on				Reduction for Tare on the Quintal, gross Weight.		
		Importation.		Exportation.					Importation.		Exportation.				
		R. Doll.	Gros.	R. Doll.	Gros.				R. Doll.	Gros.	R. Doll.	Gros.			
horn, bone, leather, copper, tin (polished), brass, and other common metals; as, fine cast iron wares, cutlery, needles and pins, scissors, edged tools, swords, &c.: as also japanned iron wares, and all kinds of fire arms.	Quin.	1	50	-	-	-	{ 20 lbs. in casks and chests, 13 baskets, 9 bales.	Potters' clay and potters' wares:— Potters' clay for china manufactures Common potters' floor stones and crucibles - (Single) coloured or white crockery ware, earthen pipes Painted, printed, gilded, or silvered, crockery ware White china Coloured china, and also white, with coloured stripes, painted or gilded Crockery and other earthenware, and white china and enamel, connected with the baser metals The same connected with gold, silver, platinum, similar and other admixtures of fine metals, as also all other china ware combined with fine or common metals	1	Free.	-	-	15	{ 25 lbs. in chests, 14 lbs. in baskets.	
Herrings Horses Iron and steel:— Bar and bolt iron, not manufactured, and iron ore of every kind; old iron, iron filings, hammerings, &c.	Ton. 1 Piece.	1 1							1	25	-	-	-	{ 35 lbs. in chests, 14 lbs. in baskets.	
Note.—Iron ore is exempted from exportation duty in the western provinces.	Quin.	1	Free.	-	-	7½			1	10	-	-	-	{ 25 lbs. in chests, 14 lbs. in baskets.	
Cast iron; as, bar, scrolled, flat, rolled, or hammered, hoop, locks, &c. &c.; as also blistered and soldering steel, cast and refined steel, also rails for railways.	1	1							1	50	-	-	-	{ 22 lbs. in chests, 15 lbs. in baskets.	
Exemptions:— Unmanufactured steel, imported exclusively from the Russian frontiers to the mouth of the Vistula, is subject only to the general importation duty.	1	1							Quin.	1	8	-	-	-	{ 18 lbs. in chests, 10 lbs. in bales.
Hammered iron, which has been manufactured into finer sorts under the stretch and cut works, as also black iron sheeting and iron plates	1	8	-	-	-	{ 11 lbs. in casks and chests, 7 in baskets, 4 in bales	Silk stuffs and stockings, cloth shawls, ribands, lace, blond lace, gauze, buttons, &c., needle-work, and milliners' articles; woven silk and galeon, mixed with metal thread, unconnected with iron, glass, wood, leather, brass, or steel; finally, all the above wares made of floss silk (baure de soie) or silk	Lbs.	1	1	-	-	-	{ 22 lbs. in chests, 15 lbs. in bales.	
White iron sheeting, as also iron wire, anchors and anchor chains	1	4					All the above articles mixed with other woven materials exclusive of silk; as, wool, or other hair of animals, cotton, and linen	1	15	-	-	-	-	{ 22 lbs. in chests, 12 lbs. in bales.	
Lead:— Lead, unwrought, in blocks	1	-	7½				Tea	Quin.	1	11	-	-	-	{ 25 lbs. in chests, 14 lbs. in oaken barrels, 10 lbs. in other ditto, 15 lbs. in chests, 7 lbs. in bales, 8 lbs. in baskets, 14 lbs. in oaken casks, 10 lbs. in casks of soft wood.	
Coarse articles of lead; as, kettles, pipes, shot, plates, &c. &c.	1	2	-	-	-	{ 7 in casks and chests, 14 in baskets.	Sugar	1	10	-	-	-	-	{ 16 lbs. in chests of 8 qts. and above, 15 lbs. in chests under 8 quintals.	
Fine articles of lead; as, toys, &c. wholly or partly of lead; also japanned articles of lead	1	10	-	-	-	{ 22 in casks and chests, 14 in baskets.	Refined and brown sugar	1	10	-	-	-	-		
Molasses	1	5	-	-	-	{ 12 lbs. in barrels.	Raw sugar for inland sugar houses, under control of the proper officers	1	5	-	-	-	-		
Paper and articles of pasteboard:— Grey blotting and packing paper, general importation duty is paid. Flimsy or thin printing paper, coarse (white and coloured) packing paper, and pasteboard	1	1				{ 18 lbs. in chests, 7 lbs. in bales.	Raw sugar, and farina and sugar meal	-	9	-	-	-	-		
All other sorts of paper	1	5	-	-	-		Tin and articles of tin:— Coarse tin wares; as, dishes, plates, spoons, kettles, pots, and other vessels, pipes, and plates Fine and japanned tin wares, toys, &c. &c. Note.—Tin in blocks, and old tin, pays the general importation duty.	1	2	-	-	-	-	{ 11 lbs. in chests, 7 lbs. in baskets.	
Note.—Paper which is lithographed, printed, or ruled (to be used in this strain for accounts, labels, invoices, &c. &c.) belongs to those sorts of papers mentioned above.	1	10	-	-	-	{ 18 lbs. in chests, 14 in baskets, 7 lbs. in bales.		1	10	-	-	-	-	{ 22 lbs. in chests, 14 lbs. in baskets.	
Bookbinders' work of paper and pasteboard, also coarse japanned wares out of such prime materials (maters)	1	10	-	-	-	{ 20 lbs. in chests, 18 lbs. in barrels, 14 baskets, and 4 in bales.	Tobacco leaves	1	5	15	-	-	-	{ 12 lbs. in casks, 10 lbs. in baskets, 7 lbs. in bales.	
Pepper, pimento, saffron, vanilla, cinnamon	1	6	20	-	-										

Prussian Tariff—*continued.*

Names of the Articles.	Weight or Number.	Duty on				Reduction for Tare on the Quintal gross Weight.	Names of the Articles.	Weight or Number.	Duty on				Reduction for Tare on the Quintal gross Weight.
		Importation.		Exportation.					Importation.		Exportation.		
		R. Doll.	Gros.	R. Doll.	Gros.				R. Doll.	Gros.	R. Doll.	Gros.	
Tobacco :—													
Manufactured	1	11	-	-	-	16 lbs. in barrels, 15 in baskets, 6 in bales.	iron, glass, wood, leather, brass, or steel; further, the same sort of articles manufactured from the hair or wool of other animals; finally, wares of the above description made in connection with other woven materials, exclusive of silk.	1	30	-	-	-	20 lbs. in chests, 7 lbs. in bales.
Wool and woollen goods :—													
Raw sheep's wool	1	Free.	-	2	-	17 lbs. in sacks and chests, 7 lbs. in bales.	Carpets of wool and other animals' hair, mixed with linen.						
White thread or manifold twisted woollen and camel yarn, and all other sorts of dyed yarn	1	-	-	-	-		Note.—Oil cloths made of horse hair pay the general importation duty.	1	20	-	-	-	20 lbs. in chests, 7 lbs. in bales.
Woollen stuffs and hose, &c., cloths, shawls, handkerchiefs, and felt goods; fringe, and button manufactures, not connected with													

N. B.—The duty on wheat, beans, and peas imported into Prussia from Poland by the Vistula and the Niemen, and exported by Dantzig, &c., has recently been raised to 3 silver gros. per scheffel; do. on rye, barley, and oats, 2 silver do. Formerly it was only half as much. This increase of duty, intended to operate as a retaliation on Russia, shows pretty conclusively that in commercial affairs Russian influence does not go for much in Prussia.

QUEBEC.

QUEBEC. — A comparative Statement, for the Seven Years ending with 1835, of the Tonnage and Seamen employed in the Export Trade of the Province of Canada, distinguishing the Proportions thereof cleared in each Year for the United Kingdom from those of other Ports; the Tonnage cleared for the United Kingdom with Wood and other Goods separately; together with the Value of the Exports under each Head.—(*Customs' Returns.*)

Years.	Cleared for the United Kingdom.						Cleared for other Ports.					
	Laden with Wood.			Laden with other Goods.			Laden with Wood, Fish, Flour, Provisions, &c.			Total cleared.		
	No. of Ships.	Tons.	Men.	No. of Ships.	Tons.	Men.	No. of Ships.	Tons.	Men.	No. of Ships.	Tons.	Men.
1829	745	220,066	9,611	54	15,302	678	206	20,624	1,220	1,005	225,992	11,449
1830	718	210,224	9,355	99	21,287	1,256	284	22,690	1,296	4,051	257,901	11,977
1831	713	215,395	9,255	168	41,768	2,070	272	21,489	1,246	1,103	276,582	12,571
1832	805	255,505	10,361	199	25,610	1,241	163	19,465	1,155	1,077	280,578	12,737
1833	812	240,530	10,259	101	24,325	1,219	244	22,575	1,250	1,157	287,418	12,810
1834	970	288,615	12,237	69	17,942	909	250	22,976	1,357	1,289	329,441	14,503
1835	987	305,571	12,973	56	15,015	748	245	20,530	1,345	1,306	341,216	14,866

Years.	Cargoes laden for the United Kingdom.				Cargoes laden for other Ports.				Total Exports.	
	Tons of Wood.		Tons of other Goods.		Tons of Wood & other Goods.		Value Sterling.		Tons.	Value Sterling.
	L.		L.		L.		L.		L.	
1829	518,439	548,365	21,058	244,463	32,650	185,878	409,147	976,706		
1830	332,857	448,825	38,455	521,875	35,927	195,600	407,259	1,164,296		
1831	357,764	465,074	66,135	786,114	54,026	160,505	435,225	1,411,493		
1832	372,880	465,966	40,548	415,658	30,819	145,662	444,347	1,287,503		
1833	380,821	486,455	58,512	427,241	35,742	181,977	455,075	1,095,673		
1834	456,970	676,586	28,407	225,525	36,381	194,949	521,768	1,166,860		
1835	455,619	611,164	28,772	232,302	32,663	193,502	540,214	1,037,278		

Note.—The Returns from Gaspé have only been received to the 5th July last, and from New Carlisle to the 10th of October 1835.

RAILWAYS. — The railway from London to Birmingham, and from the latter to Manchester, which had only been commenced at the date of the publication of our last Supplement, is now completed. This is at once the longest and by far the most important railway in the empire. It has cost an immense sum; but the magnitude of the places which it connects, and the vast intercourse carried on between them, will no doubt render it one of the principal thoroughfares in the kingdom. Hence, notwithstanding the great outlay upon it, shares in both divisions of the road, but especially in that between London and Birmingham, are eagerly sought after, and bring a very high premium. The work is admirably executed, and does credit, not to the proprietors only, but to the nation.

Projects are now on foot for extending the London, Birmingham, and Manchester line as far as Glasgow. It has, in fact, been already carried to Preston; and, though the difficulties to be encountered in the more northerly part of the road are of a very formidable description, it seems most probable that it will be completed in its whole extent. Should this be accomplished, the journey from London to Glasgow will be performed in eighteen or twenty hours!

Besides this great line, railways have been projected, and are now (January 1840) nearly completed, between London and Bristol; London and Southampton; Carlisle

and Newcastle, &c. Numbers have also been, or are in the course of being, made in other parts of the country. In 1834, 1835, and 1836, a vast number of acts for railways were passed; but it is doubtful whether several of them will ever be carried into effect. It would be premature to speculate as to the chances of their success; but the probability seems to be that, like canals, some of them will be exceedingly profitable; while others, and probably the greater number, will yield a very inadequate return. No doubt it may be fairly anticipated that great improvements will be made in the construction of railways, and especially of locomotive engines; and in consequence, even comparatively unfavourable lines may come, in the end, to yield large profits. But taking the chances as they now stand, and abstracting from future contingencies, railways promise to be, at the outset, quite as advantageous for the public as for their proprietors.

The most eligible lines for railways in Ireland have been surveyed (see accompanying plan), and an able report upon the subject drawn up by commissioners appointed by government. There seems, however, but little probability that any of these lines will be executed by private associations; and the proposal for executing them at the public expense, is of a very questionable description. It may perhaps be expedient, under the peculiar circumstances of Ireland, for government to co-operate in the formation of a few great lines of railway, somewhat on the plan that it has followed as respects the formation of roads in the Highlands; that is, by assisting individuals and companies: but we doubt whether government can go further without opening a door to all sorts of abuse.

Railway Legislation. — Our legislation as to railways, and most other descriptions of public works, appears to be as defective as can well be imagined. It is, it must be admitted, no easy matter to decide how far interference should be carried in such cases, and where it should stop. But still it seems sufficiently obvious, that in this case the public interests have been too little protected; or rather, that they have been sacrificed in a way not very creditable to parliament. At present the practice is for a railway act to authorise the company in whose favour it is granted to charge certain specified rates of toll on the passengers and goods to be conveyed by their road, not for 15, 20, or even 50 years, but *in all time to come*! Now, as it appears to us, this is a singularly injudicious arrangement on the part of the public. There is, between any two or more places that may be named, a certain railway line that is preferable to any other that can be pointed out. The probability is that this line will be the first to be selected; and the act that gives it up to a company confers on the latter a virtual and substantial monopoly. The rates of charge imposed by the act are calculated to remunerate the projectors, supposing every thing to remain on the present footing. But the probability is that manufactures and population, in the places communicating by most lines of railway, will continue to increase in time to come, as they have done in time past; and it is all but certain that great improvements will be effected in the construction of roads and engines. Whatever, therefore, may be the chances of success at the outset, the fair presumption is, that most great lines of road will in the end be exceedingly productive. But, if we continue to abide by the present system, the public will be effectually excluded from all participation in these prospective advantages; and a few private associations will be able to make enormous profits, by monopolising improvements, and keeping up the expense of transit at an exorbitantly high level. It is idle to trust to competition to remedy a grievance of this sort. There may only be one practicable line of railway between two places; and if so, no other can, of course, come into competition with it. But though this were not the case, a company in possession of the best line might, if an opposition were threatened, reduce its rates till the opposition was defeated, and then raise them to the old level. Supposing, however, that a second road is made, its managers would most likely come to an understanding with the first, so that the tolls, instead of being reduced by the instrumentality of the new road, may be raised; and, were it otherwise, the question is, ~~was~~ the second road really necessary? Could not the first road have sufficed for the whole traffic to be carried on by both lines? If this be the case, it is clear the second road has been merely resorted to as a device for reducing the tolls charged on the first; as a means, in fact, for doing that, by an outlay of some hundreds of thousands, or it may be millions of pounds, which might have been quite as effectually done by limiting the duration of the act authorising the first road, or by inserting a clause in it providing for the periodical revision of the tolls.

We are clear, indeed, that no act, authorising a private association to construct a railway or canal, to lay down gas pipes, to convey water into a town, or for any such purpose, ought ever to be passed without reserving to parliament power periodically to revise the tolls granted under it. Such revision would secure to the public a participation in future improvements, not in the contemplation of the parties when the project was entered upon; and it would do this without in any degree clogging the spirit of enterprise. Undertakings of this sort are not engaged in because there is a

vague expectation, or even a considerable probability, of their yielding 20 or 30 per cent. of profit some 30 or 40 years hence; but because it is believed that they will immediately, or in the course of a few years, yield a reasonable profit; that is, a return of 8, 10, or 12 per cent. The chances of realising more than this at the distance of 20 or 25 years are rarely taken into account, and are worth very little indeed. This, however, is all that would be taken away by the revision in question; and, while a reservation of this sort would not stand in the way of any legitimate enterprise, the history of some of our existing companies shows that it may come to be of essential service to the public. We are therefore glad to have to state that, though late, the question respecting the propriety of reserving power to make periodical revisions of tolls on railways has been submitted to the consideration of parliament.* Some of the inconveniences that may arise out of the existing system as to railways, have already been experienced in the arrangements as to the conveyance of mails, and parliament has been obliged to interfere. But if parliament be short-sighted enough to concede certain rights and privileges to individuals or associations, without qualification or reservation, it has no right, on discovering its error, to endeavour to repair it by enacting new regulations to the detriment of the interests it has created. Its act has established rights in certain parties which cannot be taken away by any new act, so long, at least, as any respect is entertained for the law of property, without granting the parties full compensation. To this, they have an indisputable right; and should any disagreement take place, the question as to the amount of compensation, should always be left to the decision of a jury.

Though we should be the last to propose throwing any obstacles in the way of new improvements or contrivances, still we do not see any good reason for promoting them by treating other parties unfairly. This, however, has been done to an enormous extent in the case of railways. We do not presume to say whether it is expedient that passengers and goods conveyed by railway should be subjected to any tax. But if one of the most desirable modes of conveyance be exempted from taxation, on what pretence do we justify the imposition of taxes on other modes? If passengers by mail or post coaches impelled by horses be obliged to pay a certain duty, why are passengers by mail or post coaches impelled by steam not subjected to the same duty? If it be meant by laying a comparatively heavy duty on the former to discourage the use of horses, and to make the various railway monopolies as complete as possible, the existing system is judiciously contrived, and will most likely be effectual to its object; but it is needless to say that in such matters competition cannot be carried to excess, and that it is the only security against irregularities, imposition, and insolence. And yet, by a singular contradiction, our legislation seems as if it proceeded on the assumption that competition is an evil, and that it cannot be too much discouraged. We subjoin a —

Statement of the Number of Railway Acts passed annually since 1801.

Years.	Acts.	Years.	Acts.	Years.	Acts.	Years.	Acts.
1801	1	1810	1	1819	1	1828	11
1802	2	1811	3	1820	0	1829	9
1803	1	1812	2	1821	1	1830	8
1804	1	1813	0	1822	0	1831	9
1805	0	1814	1	1823	1	1832	8
1806	0	1815	1	1824	2	1833	11
1807	0	1816	1	1825	5	1834	14
1808	1	1817	1	1826	6	1835	18
1809	2	1818	1	1827	6	1836	26

There is a very good account of the principal British railways in the *Companion to the Almanack for 1837*; and a statement of the number and amount of the shares in each, of the portions thereof that are paid up, and their selling price on the 25th of January, 1836, will be found in the article *SHARES* in this Supplement.

American Railroads. — Rapid as has been the growth of railroads in this country, it is really insignificant, compared with their extension in America. Their progress there has been quite extraordinary. Several of those that have been completed in different parts of the Union, as well as several of those that are now in progress, are state undertakings; but the great majority have been set on foot and carried on by private associations. The first railway constructed in the United States was completed in 1825; and Mr. Pitkin states that, on the 1st of January, 1835, the railways that had either been or would very speedily be completed in different parts of the Union, amounted to about 1,600 miles in length; having cost, in the aggregate, about 30,000,000 of dollars! — (*Statistical View of the United States*, p. 574. ed. 1835.) During the last two years their progress

* By Mr. Morrison, who brought it before the House of Commons in the course of 1836, in a speech containing a luminous exposition of the principles which justify the interference of the legislature in cases of this sort.

has been more rapid than ever. In the course of last session (1836) the legislature of the state of New York incorporated no fewer than 42 railway companies: and in other parts of the Union their extension is hardly less wonderful. The New York and Erie railroad, commenced in 1835, is one of the greatest works of the kind that has ever been projected. It will be upwards of 500 miles in length! The Baltimore and Ohio railroad, 360 miles in length, has already been completed as far as Harper's Ferry, a distance of 86 miles; and in 1836 the legislature of Maryland voted 3,000,000 dollars to assist in its completion. Various railroads, of equal importance, have either been or are about to be commenced in other states. Every where, indeed, throughout the Union, all sorts of public improvements, and especially canals and railways, are prosecuted with unparalleled alacrity and perseverance; and undertakings are every day entered upon and completed that might *a priori* have been concluded, even by the most sanguine projectors, as far beyond the means of so young a country. — (See *American Almanack* for 1837, *passim*.)

RAISINS. — The duty on *all* raisins, without distinction of quality, brought from a foreign country, has been reduced to 15s. a cwt.; and to half that sum on those brought from a British possession. — (4 & 5 Will. 4. c. 89. § 15.) This measure will, no doubt, materially increase the consumption of raisins. The tax ought, however, to have varied with the quality. A duty of 15s. a cwt. is not too much on Malaga muscats; but, to be in proportion, the duty on Smyrna blacks should not exceed 5s. a cwt. For the quantities imported, exported, and cleared for consumption in 1834 and 1835, see *anté*, p. 43.

RIO DE JANEIRO.

Account of the principal Articles of Export from Rio Janeiro, during the Four Years ending with 1836.

Years.	Coffee.		Sugar.		Hides.		Horns.		Customs Duties in France.
	Sacks and Barrels.	Chests.	Sacks and Barrels.	Chests.	No.	No.	No.	No.	
1833	565,195	15,000	18,421	187,530	380,242	15,135,446			
1834	539,117	15,807	20,028	196,675	439,293	14,936,522			
1835	627,169	19,163	24,389	144,464	295,005	14,929,869			
1836	704,385	20,594	27,836	155,002	291,938	16,560,131			

Account of the Shipping entered Inwards and Outwards at Rio Janeiro, during the Four Years ending with 1836.

Years.	Trade with other Ports of Brazil.				Trade with Foreign Countries.			
	Entered.		Left.		Entered.		Left.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1833	1,704	-	1,629	-	696	-	617	-
1834	1,609	105,085	1,612	117,083	383	151,479	385	159,847
1835	1,980	115,117	1,970	128,106	572	134,912	522	139,745
1836	2,076	121,788	2,008	132,356	650	146,598	629	140,214

Port Regulations. — The captain of every ship entering Rio, or any other port of Brazil, is ordered,

1. To go directly with his vessel from the entrance of the harbour to the anchorage ground in *Franguia*; and if, on account of the tide, contrary wind, or any other just cause, he should be compelled to come to anchor, and shall remain anchored for twelve hours after said hindrances are removed (except in case of being quarantined), he shall pay a fine of 100,000 reis, and, should he be compelled, by the fort, or by government vessel of war, (whichever may be nearest,) to proceed immediately to the *Franguia* anchoring ground.

2. He shall not suffer any kind of vessel to board him, nor any person to come on board, or to leave his vessel, before he has been visited from the custom-house, excepting only the pilot, health officer, the head officer at the entrance, when there is one, and in the case of shipwreck, or for the saving of lives.

3. Even after the custom-house visit on arrival, and until the vessel is discharged, he shall allow no person to come on board without a written permission from the inspector of the customs; and this permission shall only be given in the following cases, viz.:

A. To allow the buyers of goods to go on board to examine the cargo they wish to purchase, when sufficient specimens cannot be seen on shore.

B. To workmen or labourers necessary to put the cargo in order, taking care to have them examined when they go on board and return. In case of the infraction of the above regulations, a fine shall be imposed on him from 100,000 to 200,000 reis for every vessel he allows to board him, and of 500,000 for each person who shall enter or leave his vessel without licence, unless he be a passenger, or belonging to the crew; and every other person who goes on board or leaves the vessel, shall pay 100,000 reis fine, and be kept in custody until payment is made. The one third part of these fines shall be divided amongst the watchmen or military who shall have taken up the offender.

4. He shall deliver to the *guarda-mor* (chief customs-officer), when he makes his visit on arrival, his passport and cargo book.

5. He shall deliver to the commander of the guard-boat without the port, if he be there, or at the *Franguia*, if he be there, the manifest as described below.

6. He shall enter at the custom-house, within 24 hours after the *guarda-mor* is seen on board, not counting the days on which the custom-house is shut, and present himself to the inspector, and swear, or affirm, that he has not on board of his vessel any merchandise other than what is described in the manifest he has delivered, and that he has no further declaration to make; and if he do not enter within the 24 hours, he shall pay 100,000 reis for each day's delay additional.

7. If he shall detain his vessel at either of the anchorages more than 24 hours, when he shall be directed by the *guarda-mor*, or his representative, to remove thence, he shall pay 100,000 reis for every day he delays.

8. He shall discharge no part of his cargo but by an order in writing from the inspector; and if he land any without such order, he shall pay 100,000 reis for each package so landed.

9. He shall give notice to the officer attending the discharge of the vessel, as soon as his cargo is discharged, that he has nothing remaining on board. If he omit to do this on the same day, so that the vessel may be immediately examined, he shall be fined 100,000 reis.

10. The master of every vessel going with a cargo to any part of the empire, must have two manifests of the cargo, exact copies of each other, exhibiting the name, class, and tonnage, of the vessel; the same of the captain, whose signature must follow the date; the name of the port where the articles stated in the manifest were taken on board; the name of the port or ports for which the vessel is destined; the marks or counter-marks and numbers of the packages, and their description, as bales, cases, pipes, half-pipes, barrels, &c.; a declaration of the quantity and quality of the merchandise of each package, or several similar ones of the same mark, and also of what is on board in bulk; the names of the consignees, or to order; all to be written at length, except the numbers of the packages.

11. When the vessel has taken in her cargo at more than one port, there must be two manifests from each port.

12. At the end of the manifest, the captain shall declare the number of passengers, whether cabin or steerage, and the baggage for the use of each, and in addition any declaration necessary for his security; and in good faith he shall declare whether he has any package to add to the manifest, or whether any are deficient, with the cause of it, as to after declaration will relieve him from responsibility, for he will not be exempted upon the vague declarations frequently made, which do not account for deficiencies or differences.

13. The captain of any vessel bound to Brazil, when he has completed his cargo in the port or ports from which he is to sail, and made the manifests, as required in the 9th article, shall present his documents to the Brazilian consul residing in the port, who shall examine them, and if agreeable to these regulations, certify them.

14. In those ports where there is no Brazilian consul or substitute, the manifests shall be certified by two Brazilian resident merchants; or if there be none, by two merchants of the place; in either case, the signatures to be authenticated by legal authority.

15. Should any greater quantity of goods be found on board than are stated in the manifest or the declaration of the captain, the surplus shall be seized and divided amongst those who seize them, after paying the duties, and the captain shall pay a fine of half the value of the goods.

16. If there are any goods missing of those stated in the manifest or declaration of the captain, they shall be reputed to be concealed or smuggled, and he shall pay the value thereof to those who have discovered the deficiency, and half the value to the national treasury. These condemnations shall take place

on the simple fact of there being an overplus or deficiency of goods, without further proof being required.

17. For each difference in the quality or mark of the package, the captain shall pay 5,000 reis, although in every other respect the goods discharged may agree with the manifest.

18. The captain whose manifests are not conformable to these regulations, shall be fined from 100,000 reis to one *conto de reis*, at the will of the collector, according to the degree of culpability that shall appear, and he cannot discharge until the fine is paid.

19. In case the captain brings no manifest, he may still be allowed to discharge, by paying 5 per cent. on the value of the cargo, in addition to the usual duties.

Principia.—Vessels proceeding to Brazil, and when it is wished to dispose of their cargoes at different ports, must clear out for "Brazil and other ports," or for "Fernambuco, Bahia, Rio de Janeiro, and other ports." They are then entitled to the privilege of Franquia, and may land a part of their cargoes at one port, paying duties only on the goods so landed, and proceed with the remainder to other ports. But if they clear out for one port only, they are compelled to make a complete entry, and discharge the whole of the cargo.

In proceeding from one Brazilian port to another, it is necessary that a bill of health should be taken from the local authorities, of each port; and where any part of the cargo is landed, the same must be noted on the original manifest by the customs' officer of the port.

Anchorage.—Foreign vessels pay, in all ports of the empire, 10 reis per ton per day, from the 5th day after their entry.

Light-house.—The light-house duty, 100 reis per ton, for all vessels over 40 tons departing from ports where there is a light-house. Vessels under 40 tons are exempted from this duty.

Port-duty.—On all vessels not crossing the bar at the harbour of Rio de Janeiro, the following charges are levied, viz., of three masts, 12,800 reis; of two masts, 9,600 reis; and of one mast, 6,400 reis.

Seal.—The duty is 40 reis for every written half-sheet.

Health.—Visit by the physician is fixed at 8,300 reis; but in case the vessel is made to perform quarantine, then another sum of 5,200 reis is payable on the admission of the vessel to free pratique.

Hospital.—A vessel of three masts pays 6,000 reis; brigs, corvettes, and yachts, 4,000; pinnaces, 2,500; barks, 1,280.

Each one of the ship's company of vessels sailing for a foreign port pays 400 reis.

Gauges of Merchants.—It is customary that the expense of

landing and shipping a cargo on freight should be paid by the vessel, unless the contrary be stipulated in the bills of lading.

When hard Spanish dollars are bargained for, in contracts of freight, they should be so expressed in the instrument of contract, to prevent dispute.

Purchases of produce are paid for in cash, and sales are made on stipulated credits, but nominally for cash.

If bills on London are sent out for the purchase of produce in Brazil, the credit must have the confirmation of the London house.

Rate of Commission charged at Rio.

5 per cent. on sales of merchandise.

24 per cent. on purchase of merchandise, with funds in hand, on amount of cost and charges.

24 per cent. guaranty on amount of sales on credit.

24 per cent. for drawing or indorsing, and negotiating bills.

24 per cent. on purchase or sale of vessels by private contract.

5 per cent. on amount of vessels condemned by surveyors.

24 per cent. for procuring or collecting freight.

24 per cent. on disbursements of vessels in common cases, with funds in hand.

5 per cent. on disbursements of vessels when funds are advanced, or in case of condemnation, or in vessels entering for repairs only.

1 per cent. on receiving and forwarding goods; and

24 per cent. on amount of responsibilities incurred thereon.

1 per cent. on receiving and paying money on which no other commission is derived.

1 per cent. on purchase or sale of specie.

1 per cent. for effecting marine insurance on the amount insured; and when the premium exceeds 10 per cent., 5 per cent. on the amount of premium.

1 per cent. on remittances on bills not indorsed.

On consignments of merchandise withdrawn or reshipped, full commission to be charged to the extent of advances or responsibilities incurred, and half commission on the residue of the value.

1 per cent. per month on all cash advanced.

No interest allowed on money on deposit.

1 per cent. storage on all dry goods.

In the case of discharging and reshipping the cargoes of vessels in distress, on the invoice amount, 24 per cent.

24 per cent., or half the commission charged on sales of merchandise, will be returned to supercargoes, but nothing on investments or other business.

ROSTOCK, the principal city of the Grand Duchy of Mecklenburg Schwerin, on the Warnow, about 9 miles above where it falls into the Baltic, in lat. 54° N., long. 12° 12' E. Population, 20,000. A large fair for merchandise is annually held at Whitsuntide; and there are wool fairs at other seasons of the year.

The outport of Rostock is at Warnemunde, at the mouth of the Warnow. The depth of water at the latter varies from 104 to 12 feet; but when the west pier, now in the course of being constructed, has been completed, it is expected that the depth of water will be from 12 to 14 feet. The depth of water in the river from Warnemunde up to Rostock is usually from 8 to 9 feet; so that vessels drawing more than this must be lightened to get up to the latter. Rostock has a good harbour, and commodious quays.

Money.—Rostock and all Mecklenburg reckon by six-dollars and two thirds of 48 schellings. The six-dollar contains 199-1 grains pure silver, and is worth nearly 2s. 4d. (2s. 3-8d.) sterling.

Weights.—The commercial weights are the same as those of Hamburg, which see. There are, however, other weights,

introduced in 1757, which are 5 per cent. heavier than the above. They are principally used in the trade with Russia.

Measures.—The Rostock foot = 11-58 Eng. inches. The all = 2 feet. The last contains 96 scheffels: the last used in the measuring of oats = 144 imp. quarters = 42 hectolitres; the last used in the measuring of other grain = 13 imp. quarters or 37-3 hectolitres. (*Kelly's Combia.*)

Imports.—The principal articles of import are sugar, coffee, and other colonial products; cottons, woollens, and hardware, with coal, earthenware, salt, iron, horses, &c. from England; hemp, flax, tallow, oil, sail-cloth, &c., from Russia; alum, deals, timber, lime, bar, &c., from Sweden; herrings and fish oil from Norway; wine, brandy, molasses, drugs, &c., from France; with rice, rum, groceries, &c., from Copenhagen and Hamburg. The total value of the imports by sea, in 1835, was estimated at about 200,000*l.*

Exports.—These consist chiefly of very good red wheat, barley, peas, rapeseed, and a few oats; with wool, rags of a very superior quality, oil cake, rape oil, bones, flax, horses, cattle, provisions, &c. The average export of all kinds of grain may be taken of late at from about 115,000 to about 130,000 quarters a year. The total value of all sorts of exports, in 1835, was estimated at about 185,000*l.*

Shipping.—The port of Rostock has 180 ships, of the burthen of 25,996 register tons, which trade with most European nations, the United States, and Brazil. In 1835, there entered the port 540 ships (burthen not stated), of which 215 belonged to Mecklenburg, 152 (mostly small craft) to Denmark, 83 to Sweden, 27 to Hanover, 18 to Prussia, 12 to Russia, 19 to Holland, 10 to Lubeck, 2 to Hamburg, and 1 each to France and England. It is only, in fact, when our ports are open to the importation of foreign corn that British ships are met with, in considerable numbers, in the ports of Mecklenburg.

Port Charges.—These are the same on native and privileged ships, among which are included those of England, France, America, Prussia, Norway, &c. The port charges on a vessel of 100 tons burthen are as follow, viz.:—

	Privileged.		Not privileged.	
	<i>Ris-d.</i>	<i>Schell.</i>	<i>Ris-d.</i>	<i>Schell.</i>
Inward with cargo	10	2	10	2
Outward ditto	25	44	32	6
Inward in ballast	12	6	12	5
Outward ditto	19	26	21	10
Ditto without either	17	32	25	42

Duties.—These are extremely moderate. On most imported articles they amount to only 3 per cent. *ad valorem*. An export duty of about 5d. per quarter is charged on corn, and of about 4s. 8d. per hhd. on wine. Wool is not subject to any duty on export. Goods imported in vessels not privileged pay 50 per cent. additional on the above duties; that is, they pay 44 instead of 3 per cent. *ad valorem*.

Wismar, the second sea-port town of Mecklenburg, at the confluence of the river Stör with the sea, in lat. 53° 49' 20" N., long. 11° 36' 15" E. Population 11,000. The harbour of Wismar is commodious and safe, being nearly land-locked by the islands of Poel and Wollfisch. Close to the town there is from 8 to 14 feet water; in the inner roads there is from 12 to 13 feet; and in the outer, from 16 to 20 feet water. The port charges on a native or privileged vessel of 100 tons amount to about 30 *rix-dollars*. The articles of import and export are the same at Wismar as at Rostock; but, owing to the proximity of Lubeck, from which Wismar is not more than 27 miles distant, her foreign trade is comparatively limited. About 80 ships, of the burthen of 4,360 tons, belong to this port. There cleared from it, in 1835, 227 ships, of

which 11 were English. The duties at Wismar are somewhat higher than at Rostock, being 4½ per cent. *ad valorem* on colonial products, and from 4d. to 8d. per quarter on corn exported. It is believed, however, that they will shortly be reduced to the Rostock level.

General Remarks on the Trade of the Duchies. — Mecklenburg is essentially an agricultural, wool-growing, grazing, and breeding country. In some places it is sandy and barren; but it is for the most part very fertile, and the crops and pastures are both luxuriant. Having few manufactures, her imports necessarily consist principally, as already stated, of manufactured goods, and her exports of raw produce. Owing, however, to the circumstance of the south-western part of the province being bounded by the Elbe, and approaching to within about 30 miles of Hamburg, almost all the manufactured goods, as well as a very large proportion of the colonial products used by the population (540,000), are imported by way of Hamburg. Hence, in Mecklenburg, as in Prussia, the direct foreign trade carried on by the sea frontier forms but a very small part of the entire trade of the country. It is impossible, however, to form any precise estimate of what the latter may amount to. Probably there is no European country so little fettered by customs' regulations as Mecklenburg. The duties on articles imported by sea amount only, as already stated, to about 3 per cent. *ad valorem*; and those entering by the land frontier are subject merely to a trifling charge, on account of toll, of which we have not seen any account. It is impossible, indeed, that any commercial system can be bottomed on more liberal principles; and this enlightened policy, and her situation near the mouth of the Elbe, and on the western frontier of the Prussian league, give to Mecklenburg far greater importance, as a commercial state, than is indicated by the amount of her population, or of her internal consumption.

(We have drawn up this article from authentic details obligingly furnished by Christopher Kreeft, Esq., Consul for Mecklenburg.)

SANDWICH ISLANDS. — This secluded but interesting group of islands is situated in the midst of the Pacific Ocean, nearly under the tropic of Cancer, and in about the 160th degree of west longitude. There are, in all, 13 or 14 islands; but with the exception of Owyhee, where Cook was killed, the rest are but of inconsiderable size. The islanders are honourably distinguished among the Polynesian nations by the advances they have made in civilisation; and particularly by their progress in manufactures and commerce. But they are principally entitled to notice, in a work of this sort, from their being frequently visited by English and American ships engaged in the southern whale-fishery, or in the commerce of the Pacific.

The principal port is Honoruru, on the south side of the island of Woahoo, in lat. 21° 18' 3" N., long. 158° 1' W. It has several good houses; with a considerable population, among which are from 150 to 250 English and Americans. The anchorage is good; and it is a very favourable place for refitting. In 1831 two ships, one of 180, and another of 190 tons, were hove-down, caulked, and coppered in five days. Water is good and plentiful; and fresh provisions may generally be had on very reasonable terms. Recently, however, Mowee, on the island of that name, has been preferred by many as a place for refitting. In 1831, there belonged to the Sandwich Islands, 24 ships, of the burden of 2,630 tons: of these, 10 ships, burden 755 tons, were the property of natives, and the remainder of foreigners established in the islands. The following table was drawn up by a gentleman long resident at Honoruru: —

Account of the Number of Ships that touched at Woahoo, one of the Sandwich Islands, during the Eight Years ending with 1831, distinguishing between English and American, and between Whale and Merchant Ships.

Years.	English.						American.						Under other Foreign Flag.		Total.	
	Whalers.			Merchant.			Whalers.			Merchant.						
	Ships.	Tons.		Ships.	Tons.		Ships.	Tons.		Ships.	Tons.		Sh.	Tons.	Ships.	Tons.
1824	15	5,798	2	300	17	6,298	50	15,688	16	3,163	66	18,851	5	1,350	55	26,479
1825	18	7,753	2	400	30	8,153	37	11,539	19	4,077	56	15,616	5	950	79	24,731
1826	11	4,854	2	410	13	5,264	67	21,592	21	3,596	88	25,888	6	1,112	107	32,264
1827	16	6,503	2	334	18	6,839	66	21,261	16	3,593	82	24,954	7	1,741	107	35,514
1828	26	9,772	5	591	31	10,663	90	31,188	26	5,841	116	37,029	8	2,513	155	50,095
1829	21	8,172	6	1,199	27	9,371	87	31,087	31	5,210	108	36,297	4	1,003	139	46,571
1830	16	6,982	10	1,693	26	8,675	77	26,560	23	4,072	100	30,532	3	515	129	40,122
1831	23	8,567	7	1,294	30	9,859	58	21,560	25	4,588	83	26,148	5	1,172	118	37,179

The decrease in the amount of American ships at Woahoo is accounted for by the fact of many of them now touching in preference at Mowee. — (We have these details entirely from private sources.)

SEAMEN (CONSOLIDATION OF LAWS RELATING TO). — During the session of 1835 an Act was passed (5 & 6 W. 4. c. 19.) of great importance to seamen, and to persons connected with navigation. It is intitled "An Act for amending and consolidating the Laws relating to Merchant Seamen, and for forming and maintaining a Register of all the Men engaged in that Service." It lays down the various forms and regulations to be observed in hiring, paying, and discharging seamen; establishes an office for their registry; and prescribes the mode in which lists of crews are to be transmitted to the registrar. It also regulates the number of apprentices to be taken

on board ship; the conditions under which seamen may, in certain cases, be left in foreign parts; with a variety of other interesting particulars. As any infraction of the provisions of the Act incurs, in most cases, the forfeiture of heavy penalties, it should be carefully attended to, both by masters and men. After declaring that the prosperity, strength, and safety of the kingdom principally depend on a large, constant, and ready supply of seamen, as well for carrying on the commerce as for the defence thereof, and that it is necessary, by all practicable means, to increase the number of such seamen, and to give them all due encouragement and protection; and that, in furtherance of this end, it is expedient to amend and consolidate the laws relating to their registration and government, the statute goes on to enact:—

Repeal of different Acts.—From and after the 31st of July, 1835, from which day this act shall take effect, the act 2 & 3 Ann. c. 6. for the increase of seamen, &c.; the act 2 G. 2. c. 36. for the better regulation, &c. of seamen in the merchant service; the act 2 G. 3. c. 31. for perpetuating the last-mentioned act, &c.; the act 31 G. 3. c. 39. for the better regulation, &c. of seamen in the coasting trade of the kingdom; the act 45 G. 3. c. 81. for amending the last-mentioned act; the act 37 G. 3. c. 73. for preventing the desertion of seamen from British merchant ships in the West Indies; the act 58 G. 3. c. 38. to extend and render more effectual the regulations for the relief of seafaring men and boys, &c., subjects of the U. K. in foreign parts; the act 4 G. 4. c. 25. for regulating the number of apprentices to be taken on board British merchant vessels, &c.; and the act 3 & 4 W. 4. c. 88. for continuing the 89 G. 3. c. 88., on facilitating the recovery of the wages of seamen in the merchants' service, are hereby repealed: provided that all offences committed and penalties and forfeitures incurred previous to the commencement of this act, against the provisions of the said acts, shall be punishable and recoverable under the said acts as if they had not been repealed.—§ 1.

No Seaman to be taken to Sea without a written Agreement.—It shall not be lawful for any master of any ship or vessel belonging to any subject of the U. K. trading to parts beyond seas, or of any British registered ship of the burden of 80 tons or upwards employed in the fisheries of the U. K., or in trading coastwise or otherwise, to carry to sea, from this kingdom or any other place, any seaman or other person, as one of his crew or complement (apprentices excepted), without first entering into an agreement in writing with every such seaman, specifying what monthly or other wages such seaman is to be paid, the capacity in which he is to act, and the nature of the voyage in which the ship is intended to be employed, so that the seaman may have some means of judging of the probable period for which he is likely to be engaged; and the said agreement shall contain the day of the month and year in which the same shall be made, and shall be signed by the master in the first instance, and by the seamen respectively at the port or place where such seamen shall be respectively shipped; and the master shall cause the same to be, by or in presence of the party who is to attest their respective signatures thereto, truly and distinctly read over to every such seaman, before he shall be required to sign the same, in order that he may be enabled to understand the purport and meaning of the engagement he enters into and the terms to which he is bound.—§ 2.

Regulations respecting Forms of Agreements.—In the cases of ships bound to parts beyond seas, except as herein-after provided, every agreement shall be in the form and shall contain true entries under their respective heads of the several particulars set forth in the schedule marked (A.) at the end of this act, so far as the same can be ascertained; and the owners and the master of every such ship, or one of them, shall, on reporting his ship's arrival at her port of destination in the U. K., deposit with the collector or comptroller of customs at such port a true copy of such agreement, attested by the signature of the master, that every person interested in such agreement may at all times know the terms and conditions thereof; and in the cases of ships employed in fishing on the coasts of the U. K., and of ships regularly trading from one part of the U. K. to another, and of ships regularly trading or making regular voyages to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the river Elbe inclusive and Brest, the agreement to be entered into as aforesaid shall be in the form and shall contain due entries under their respective heads of the particulars set forth in the schedule (B.) at the end of this act, so far as the same can be ascertained; and the owner or one of the owners of every such ship employed in fishing or in trading in any of the cases last mentioned shall, within 10 days next after the expiration of every 6 months ending the 30th of June and the 31st of December each year, deposit with the collector or comptroller of the customs of the port to which the ship belongs a true copy of every agreement entered into with any person composing part of the crew within the preceding 6 months, attested by the signature of such owner; and all copies of agreements required to be deposited as aforesaid shall, when the same have been deposited, and be required to be produced in evidence on the part of any seaman, be received and taken as legal proof of the contents of the agreement.—§ 3.

Penalty for Default.—If any master of any ship as aforesaid carry out to sea any seaman (apprentices excepted) without having first entered into the agreement hereby required, he shall for every such offence forfeit and pay the sum of 10*l.* in respect of each and every seaman carried out contrary to this act; and if any master neglect to cause the agreement to be distinctly read over to each seaman, as enjoined above, he shall for every such neglect forfeit and pay the sum of 5*l.*; and if any master neglect to deposit a copy of the agreement with the collector or comptroller of the customs as is hereby required, or shall wilfully deposit a false copy of such agreement, he shall for every such neglect or offence forfeit and pay the sum of 50*l.*—§ 4.

Seamen not to be deprived of legal Remedies, &c.—No seaman, by entering into or signing such agreement as aforesaid, shall forfeit his lien upon the ship, nor be deprived of any remedy for the recovery of his wages which seamen are now lawfully entitled to against either the ship, the master, or the owners thereof; nor shall any agreement made contrary to or inconsistent with the provisions of this act, or any clause whereby a seaman shall consent to forego the right which the maritime law gives him to wages in the case of freight earned by ships subsequently lost, or containing any words to that effect, be valid or binding on any seaman signing the same; and in cases in which it may be necessary that the agreement should be produced to sustain a claim on the part of a seaman, no obligation shall lie upon the seaman to produce the same, nor shall any seaman fall in any suit or proceeding for the recovery of his wages for want of the production of such agreement, or of any deposited copy thereof as aforesaid, or for the want of any notice to produce the same; any law or usage to the contrary notwithstanding.—§ 5.

Seamen refusing to join or to proceed in the Ship, &c. may be committed to Gaol.—In case a seaman shall, after having signed an agreement as before mentioned, neglect or refuse to join the ship on board of which he had engaged to serve, or refuse to proceed to sea in her, or absent himself therefrom without leave, it shall be lawful for any justice of the peace, at home or abroad, near the place, upon complaint of the fact made upon oath by the master, mate, or owner thereof, and such justice is required, by his warrant, to cause such seaman to be apprehended and brought before him; and in case such seaman shall not give a reason to the satisfaction of such justice for his neglect, refusal, or absence, upon due proof thereof it shall be lawful for such justice to commit such seaman to the house of correction, to be kept to hard labour for a period not exceeding 30 days; provided that in case such seaman, on being brought before said justice, shall consent to join the ship and proceed on the voyage for which he has agreed, it shall be lawful for said justice, at the request of the master, instead of committing such seaman, to cause

him to be conveyed on board the said ship, or be delivered to the master, for the purpose of proceeding on the voyage, and also to award to the master such costs as shall seem reasonable, not exceeding in any case the sum of 40s., which shall be chargeable against and may be abated from the wages to grow due to such seaman. — § 6.

Forfeiture for temporary Absence from Duty. — If any seaman, after having signed the aforesaid agreement, or after the ship on board which he has agreed to serve has left her first port of clearance, and before the period for which he has agreed to serve be completed, shall wilfully and without leave absent himself from the ship, or from his duty, he shall (in all cases not of absolute desertion, or not treated as such by the master) forfeit out of his wages to the master or owner of such ship the amount of 2 days' pay for every 24 hours of such absence, and in a like proportion for any less period of time, or, at the option of the said master, the amount of such expenses as have been necessarily incurred in hiring a substitute to perform his work; and in case any seaman while he belongs to the ship shall without sufficient cause neglect to perform such reasonable duty as is required of him by the master or other person in command, he shall be subject to a like forfeiture in respect of every such offence, and of every 24 hours' continuance thereof; and in case a seaman, after signing such agreement, or after the ship's arrival at her port of delivery, and before her cargo be discharged, shall quit the ship without a previous discharge or leave from the master, he shall forfeit 1 month's pay out of his wages. But no such forfeitures shall be incurred unless the fact of the seaman's temporary absence, neglect of duty, or quitting the ship be duly entered in the ship's log-book, which entry shall specify truly the hour of the day at which the same shall have occurred, and the period during which the seaman was absent or neglected his duty, the truth of which entry the owner or master must, in all cases of dispute, substantiate by the evidence of the mate or some other credible witness. — § 7.

How Amount of Forfeiture is ascertained when Seamen contract for the Voyage. — In all cases where the seaman has contracted for wages by the voyage or by the run, and not by the month or other stated period of time, the amount of forfeitures incurred under this act shall be ascertained as follows; viz., if the whole time spent in the voyage agreed upon shall exceed 1 calendar month, the forfeiture of 1 month's pay, expressed in this act, shall be taken to be forfeiture of a sum of money bearing the same proportion to the whole wages as a calendar month shall bear to the whole time spent in the voyage, and in like manner a forfeiture of 2 days' pay or less shall be accounted and taken to be a forfeiture of a sum bearing the same proportion to the whole wages as the same period of time shall bear to the whole time spent in the voyage; and if the whole time spent in the voyage shall not exceed 1 calendar month, the forfeiture of 1 month's pay shall be taken to be a forfeiture of the whole wages contracted for; and if such time shall not exceed 2 days, the forfeiture of 2 days' pay shall be accounted and taken to be a forfeiture of the whole wages contracted for; and the master is authorised to abate the amount of all such forfeitures enacted out of the wages of any seaman incurring the same. — § 8.

Forfeiture for Desertion. — Every seaman who absolutely deserts the ship to which he belongs shall forfeit to the owner or master all his clothes and effects left on board, and all wages and emoluments to which he might otherwise be entitled, provided the circumstances attending such desertion be entered in the log-book at the time, and certified by the signature of the master and mate or other credible witness; and an absence of a seaman from the ship for any time within the space of 24 hours immediately preceding the sailing of the ship without permission from the master, or for any period however short under circumstances plainly showing that it was his intention not to return, shall be deemed an absolute desertion; and in case any such desertion take place in parts beyond seas, and the master be under the necessity of engaging a substitute for the deserter at a higher rate of wages than that stipulated in the agreement to be paid to the seaman deserting, the owner or master shall be entitled to recover from the deserter by summary proceeding, in the same manner as wages are hereby made recoverable, any excess of wages which he shall pay to such substitute beyond the amount payable to the deserter had he duly performed his service pursuant to agreement. — § 9.

Penalty for harbouring Deserters. — If any person shall, on shipboard or on shore, harbour or secrete a seaman who has signed an agreement to proceed on a voyage to parts beyond seas, and has deserted or absented himself without leave from his ship, knowing or having reason to believe him to be a deserter or to be absent without leave, he shall for every seaman so harboured or secreted forfeit 10*l.*; and no debt exceeding 5*s.*, incurred by any seaman after he has signed any agreement as aforesaid, shall be recoverable until the voyage agreed for has been concluded; nor shall it be lawful for any keeper of a public-house, or of a lodging-house for seamen, to withhold or detain any chest, bed or bedding, clothes, tools, or other effects of any seaman, for any debt alleged to have been contracted by such seaman; and in case any chest, bed, &c., or other effects as aforesaid, be withheld contrary to this act, it shall be lawful for any justice of the peace in any part of H. M.'s dominions, upon complaint upon oath made by such seaman or on his behalf, to inquire into the matter, and if he see right to cause such property or effects so withheld or detained to be seized and delivered over to the seaman. — § 10.

The Period within which Wages are to be paid. — The master or owner of every ship is hereby required to pay to every seaman entered as aforesaid his wages, if the same be demanded, within the periods following; viz., if the ship be employed in trading coastwise, the wages shall be paid within 2 days after the termination of the agreement, or at the time when such seaman is discharged, whichever shall first happen; if the ship be employed in trading otherwise than coastwise, then the wages shall be paid, at the latest, within 3 days after the cargo is delivered, or within 10 days after the seaman's discharge, whichever shall first happen; in either of which last-mentioned cases of payment being delayed, the seaman at the time of his discharge is entitled to be paid on account a sum equal to one fourth part of the estimated balance due to him; and in case any master or owner neglect or refuse to make such payment, he shall for every such neglect or refusal forfeit and pay to the seaman the amount of 2 days' pay for each day, not exceeding 10 days, during which payment shall without sufficient cause be delayed beyond the period at which such wages or part wages are hereby required to be paid; for recovery of which forfeiture the seaman has the same remedies as he is entitled to for recovery of his wages: provided that nothing in this clause contained shall extend to the cases of ships employed in the southern whale fishery, or on voyages for which seamen by the terms of their agreement are compensated by shares in the profits of the adventure. — § 11.

Payment of Wages to be valid notwithstanding Bill of Sale, &c. — Every such payment of wages to a seaman shall be valid and effectual in law, notwithstanding any bill of sale or assignment made by any seaman of such wages, or of any attachment or incumbrance thereon; and no assignment or sale of wages made prior to the earning thereof, nor any power of attorney expressed to be irrevocable for the receipt of such wages, shall be valid or binding upon the party making the same. — § 12.

Masters to give Seamen Certificates on Discharge. — Upon the discharge of a seaman from ship, he shall be entitled to receive from the master a certificate, signed by him, of his service and discharge, specifying the period of service and the time and place of his discharge; and any master refusing to give such certificate, without reasonable cause, shall for every such offence forfeit and pay to such seaman the sum of 5*l.* — § 13.

For obtaining immediate Payment of Wages of Seamen in certain Cases. — If after a seaman has been discharged from any ship or vessel 3 days he shall be desirous of proceeding to sea on another voyage, and in order thereto requires immediate payment of the wages due to him, any justice of the peace in any part of H. M.'s dominions may, on application from such seaman, and on satisfactory proof that he would be prevented from employment by delay, summon the master or owner of such ship or vessel before him, and require cause to be shown why immediate payment of such wages should not be made; and if it appear to the satisfaction of such justice that there is no reasonable cause for delay, he shall order pay-

ment to be made forthwith, and in default of compliance with such order such master or owner shall forfeit and pay the sum of 5*l.*—§ 14.

*Summary Mode of recovering Wages not exceeding 20*l.**—And whereas seamen, in cases of dispute, may be exposed to great inconvenience, expense, and delay in obtaining payment of their wages; for remedy thereof it is enacted, in all cases of wages not exceeding 20*l.* which are due and payable to a seaman for service in any ship, it shall be lawful for any justice of peace in any part of H. M.'s dominions, residing near the place where the ship has ended her voyage, cleared or discharged her cargo, or near the place where the master or owner upon whom the claim is made shall be or reside, upon complaint on oath made to such justice by any seaman, or on his behalf, to summon such master or owner to appear before him to answer such complaint, and upon his appearance, or in default thereof, on proof of his having been summoned, such justice is empowered to examine upon the oath of the parties and their witnesses (if there be any) touching the complaint and the amount of wages due, and to make such order for payment as shall appear reasonable and just; and in case such order be not obeyed within 3 days after making thereof, it shall be lawful for such justice to issue his warrant to levy the amount of the wages awarded as due, by distress and sale of the goods and chattels of the party on whom such order for payment shall be made, rendering to such party the overplus (if any shall remain of the produce of the sale) after deducting thereout all charges and expenses incurred by the seaman in making and hearing the complaint, as well as those incurred by the distress and levy and in the enforcement of the justice's order; and in case sufficient distress cannot be found, it shall be lawful for the said justice to cause the amount of the said wages and expenses to be levied on the ship in respect of the service on board which the wages are claimed, or the tackle and apparel thereof; and if such ship be not within the jurisdiction of such justice, then he is empowered to apprehend and commit the party upon whom the order for payment shall be made to the common goal of the county, there to remain without bail until payment of the amount of wages awarded, and of all costs and expenses attending their recovery; and the award and decision of such justice shall be final and conclusive as well on every seaman as on the owner and master of the ship.—§ 15.

In what Case Costs of Suit for Recovery of Wages not to be allowed.—If any suit for the recovery of a seaman's wages be instituted against the ship, or the master or owner thereof, in the court of admiralty or in any vice-admiralty court, or in any court of record in H. M.'s dominions, and it shall appear to the judge that the plaintiff might have had as effectual a remedy for the recovery of his wages by complaint to a justice of the peace as herein-before provided, then and in every such case such judge is hereby required to certify to that effect, and thereupon no costs of suit shall be awarded to the plaintiff.—§ 16.

If Ship is sold at a Foreign Port, Crew to be sent Home at the Expense of the Master or Owners.—When any ship whatever belonging to any subject of the U. K., except in cases of wreck or condemnation, is sold at any port out of H. M.'s dominions, the master in all such cases (unless the crew in the presence of the British consul or vice-consul, or if there be none such, then in the presence of 1 or more British resident merchants at such port, shall signify their consent in writing to be there discharged), is hereby required, besides paying them the wages to which they shall be entitled under the agreement, either to provide them with adequate employment on board some other British vessel homeward bound, or to furnish the means of sending them back to the port in H. M.'s dominions at which they were originally shipped, or to some port in the U. K., as shall be agreed upon, by providing them with a passage home, or depositing with the consul or vice-consul such money as he shall deem reasonably sufficient to defray the expenses of their subsistence and passage; and if the master refuse or neglect to do so, such expenses shall be a charge upon the owner whose ship is so sold, except in cases of barratry, wreck, or condemnation, and may be recovered as so much money paid and expended on his account, together with full costs, at the suit of the consul or other person defraying such expenses, or of the attorney-general, in case the same has been allowed to the consul out of the public monies.—§ 17.

Supply of Medicine to be kept on Board, &c.—Every ship sailing from the U. K. to any place out of the same shall have and keep constantly on board a sufficient supply of medicines, suitable to accidents and diseases arising on voyages; and in case any default be made in providing such medicines, or in case any of the seamen receive any hurt or injury in the service of the ship, the expense of providing the necessary surgical and medical advice, and attendance and medicines, which the seaman shall stand in need of until he be cured or be brought back to the U. K., shall be borne and defrayed by the owner and master of the ship, or one of them, without any deduction whatever on that account from the seaman's wages.—§ 18.

Sections 19 and 20. provide for the establishment of an office at the Custom-house, London, for the general register of merchant seamen, consisting of a registrar, &c., under the direction of the lords of the admiralty; and authorise letters and packets, on the business of the office, addressed to the registrar, to go free of postage.

Masters of Ships to deliver Lists of their Crew on their Return.—Whereas by the act 4 & 5 W. 4. c. 52. (see post, p. 28.), a certain book by way of muster-roll is required to be kept on board merchant ships; and whereas it is expedient for the better effecting the objects of this act that a return should be made to the registrar of merchant seamen of many of the said particulars, it is enacted, that the masters of every British ship bound to parts beyond seas, except in the cases herein-after provided, shall not only keep the book required by the said recited act, but shall, on reporting his ship on her arrival at her port of destination in the U. K., deliver to the collector or comptroller of customs at such port an account, signed by himself, of all the seamen and others (including apprentices) who have belonged to the ship at any time during the absence from the U. K., containing a true and correct return under their respective heads of the several particulars expressed in the form set forth in the schedule marked (C.) at the end of this act.—§ 21.

Masters of Ships in the Home Trade to return like Lists.—Within 21 days after the 30th of June and the 31st of December in each year, the owner or one of the owners of every ship employed in fishing on the coasts of the U. K., or in regularly trading from one part of the U. K. to another, and of every ship regularly trading to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the river Elbe inclusive and Brest, shall deposit with the collector or comptroller of the customs of the port to which the ship belongs, or with the registrar in London, an account, signed by the owner, or master, of the voyages in which such ship has been engaged during the half year ending on the day above mentioned, and setting forth the Christian and surnames of the several persons (including the master and apprentices) who belonged to the ship at any time during such periods, which account shall be in the form and shall contain a true and correct return, under their respective heads, of the several particulars expressed in the schedule marked (D.) at the end of this act.—§ 22.

Return to be made in case of Ship lost or sold Abroad.—In case any ship be lost or sold while absent from the U. K., then an account containing a similar return as in the cases before mentioned, made out up to the period of such loss or sale, by the persons who were at that time owner and master thereof, or by one of them, shall be transmitted to the registrar in the port of London as soon as he shall be able to make such return after the loss, and within 12 calendar months at farthest after the sale of the ship.—§ 23.

Lists to be certified, &c.—The said accounts and returns required by this act to be delivered to the collector or comptroller of customs, shall be transmitted by them to the registrar; and every owner or master of a ship who shall refuse or wilfully neglect to deliver such list or account as is hereby required, shall for every such refusal or neglect forfeit and pay the sum of 25*l.*—§ 24.

Disposal of the Effects of Seamen dying Abroad.—Whenever a British seaman abroad dies elsewhere

than on board a British ship, leaving any money or effects within the limits of any British consulate, H. M.'s consul there is hereby required to claim and take charge of such money and effects, and to dispose of the effects for the benefit of the next of kin of the deceased or other person who may be entitled to the same; and in case no claim be made to the same within 3 calendar months after the death of such seaman, the consul shall, after abating the amount of any expenses incurred in getting in the assets of the deceased, remit the balance of such monies as either have arisen or shall hereafter arise to the president and governors of the corporation "for the relief and support of sick, maimed, and disabled seamen, and of the widows and children of such as shall be killed, slain, or drowned in the merchant service," to be by them paid over and disposed of in the manner and under the regulations provided by the act 4 & 5 W. 4. c. 52; and in case any seaman dying as last mentioned leave on board the ship to which he belonged any monies, clothes, or other effects, and the same be not claimed within 1 month after the ship's return to the U. K. by the executor or administrator of the deceased, then the master of the ship is hereby required to deposit the same or the proceeds arising therefrom with the president and governors aforesaid, to be disposed of in the manner provided by the said act with respect to the wages of deceased seamen. — § 25.

Parish Boys may be put out Apprentices in the Sea Service. — Overseers of the poor or other competent persons are hereby empowered to bind by indenture and put out any boy having attained the age of 13 years, and of sufficient health and strength, who or whose parent or parents is or are maintained by any parish or township, or who shall beg for alms therein, with his consent, but not otherwise, an apprentice in the sea service to any of H. M.'s subjects being master or owner of any ship registered in any port of the U. K., for so long time and until such boys shall respectively attain the age of 21 years, which binding shall be as effectual as if such boy had been bound by virtue of any statute now in force respecting the binding of parish apprentices, or as if such boy were of full age and had bound himself an apprentice, and notwithstanding the residence of the master or owner to whom he may be bound be more than 40 miles distant from such parish or place; provided that every such binding shall be made in the presence of 2 justices acting for the county, riding, borough, or place within which such parish or township is situate, which justices shall execute the indenture in testimony of their being satisfied that such boy hath attained the age and is of sufficient health and strength as required by this act; and that the period when the service under such indenture shall expire may the more certainly appear, the age of every such boy shall be inserted in his indenture, the same being truly taken from the entry of his baptism in the register book of the parish in which he was born (where the same can be obtained), a copy of which shall be given and attested by the officiating minister of such parish without fee or reward; and where no such entry of baptism can be found, the justices shall inform themselves as fully as they can of the boy's age, and from such information shall insert the same in his indenture, and the age of every such boy so inserted therein shall (in relation to the continuance of his service) be taken to be his true age without any further proof thereof. — § 26.

Parish Apprentices may be turned over to the Sea Service. — It shall be lawful for any person to whom any parish apprentice is bound to a service on shore according to the statutes already in force relating to such apprentices, or for the executors or administrators, or, there being none such, for the widow of any such deceased person, with the concurrence of two or more justices residing in or near to the place where such poor boy shall be bound apprentice, to assign and turn over such boy, with his consent, but not otherwise, apprentice to any master or owner of any ship not having her complement of apprentices as herein required, to be employed by such master or owner in the sea service during the unexpired period of his apprenticeship. — § 27.

Indentures may be assigned on the Death of the Master. — In the event of the death of the master of any parish apprentice to the sea service, it shall be lawful for the widow, executor, or administrator of such deceased master to assign his indenture for the residue of the unexpired term to any master or owner of any ship not having the complement of apprentices herein required; all which assignments, if executed within the port of London, shall be attested by the registrar or one of his assistants or clerks, and if at any other port by the collector or comptroller of the customs thereof. — § 28.

Parish Officers to prepare Indentures. — Such overseers, &c. shall cause the indentures of apprenticeship to be prepared and transmitted in duplicate, if the master or owner of the ship to whom such apprentice is bound be or reside within the limits of the port of London, to the registrar, and if at any other port to the collector or comptroller of customs at such port; and the said overseers or other persons shall cause each poor boy to be conducted and conveyed to such port or place by the constable and at the expense of the parish or township sending him thither, and shall also, upon the execution by the master of the counterpart of the indentures, cause to be paid down to the master the sum of 5*l.*, to be expended in providing such boy with necessary sea clothing and bedding; which sum, with the other expenses, are to be allowed in their accounts in relation to the poor. — § 29.

How Counterparts of Indentures to be attested. — The counterparts of all indentures shall, if the master be or reside within the limits of the port of London, be executed in the presence of and attested by the registrar or one of his assistants or clerks, and if at any other port by the collector or comptroller of the customs at such port, and also in both cases by the constable or other officer who shall convey such apprentices thither, and such indentures shall bear date respectively on the days on which they are executed; and the constable on his return shall deliver such counterpart to the overseers or other competent persons to be registered and preserved. — § 30.

Every Ship to have Apprentices according to her Tonnage. — The master of every ship belonging to any subject of the U. K., and of the burden of 80 tons and upwards, shall have on board, at the time of clearing out from any port of the U. K., 1 apprentice or more, in the following proportions to the ship's admeasurement, according to the certificate of registry; viz., every ship of 80 tons and under 200 tons shall have 1 apprentice at the least, every ship of 200 tons and under 400 tons shall have 2 apprentices at the least, every ship of 400 tons and under 500 tons shall have 3 apprentices at the least, every ship of 500 tons and under 700 tons shall have 4 apprentices at the least, and every ship of 700 tons and upwards shall have 5 apprentices at the least, all of whom at the period of their being bound shall have been under 17 years of age, and shall have been duly bound for the term of 4 years at the least; and if any master neglect to have on board his ship the number of apprentices hereby required, he shall for every such offence forfeit and pay the sum of 10*l.* in respect of each apprentice so delinquent. — § 31.

Apprentices exempt from Contributions. — No apprentice bound or assigned pursuant to this act, nor any master or owner in respect of any such apprentice, shall be liable for the payment of any contribution for the support of any hospital or institution. — § 32.

Indentures and Assignments to be registered. — The registrar in London, and the collector and comptroller of customs at each other port, shall, in a book to be kept for that purpose, enter all indentures and assignments of parish apprentices, specifying the dates thereof, the names and ages of the apprentices, the parishes or places from whence sent, the names and residences of the masters to whom bound or assigned, and the names, ports, and burden of the respective ships to which such masters belong, and shall make and subscribe on each indenture or assignment an indorsement purporting that the same hath been duly registered pursuant to this act; and every collector and comptroller shall also at the end of each quarter of the year transmit a list of the indentures and assignments registered by him within the preceding quarter, containing all the particulars aforesaid, to the registrar in London. — § 33.

Indentures of Apprentices to be registered. — In every case of a person voluntarily binding himself apprentice to the sea service, the indentures to be executed on such occasions shall be registered in a book to be kept for that purpose by the registrar in London, and by the collector and comptroller of customs at each other port at which the indenture shall be executed, in which book shall be expressed the dates

of the several indentures, the names and ages of the apprentices, the names and residence of their masters, and (if known) the names, port, and burden of the several ships on board which they are to serve; and such registrar or collector and comptroller shall indorse and subscribe upon each indenture a certificate purporting that the same hath been duly registered pursuant to this act; and the said collector and comptroller shall also at the end of each quarter of the year transmit a list of the indentures so registered by them within the preceding quarter, containing all the particulars aforesaid, to the said registrar, for the purposes of this act; and it shall be lawful for the master, or his executor or administrator, with the consent of the apprentice if of the age of 17 years or upwards, and if under that age with the consent of his parent or guardian, to assign or transfer his indenture to any other master or owner of any registered ship; and all such voluntary apprentices may, during the term for which they are bound, be employed in any ship of which the master of any apprentice is master or owner; provided that every such assignment be registered and indorsed by the said registrar, or by the collector or comptroller of customs at the port where the master is resident, or to which his ship belongs, in which latter case the said collector or comptroller shall notify the same to the registrar, as is provided with regard to the indenture of such apprentice. — § 34.

No Stamp Duty on Agreements. — Agreements with the crew of a ship made in conformity with this act, and all indentures of parish and voluntary apprentices to the sea service, and all counterparts and assignments of such indentures executed after the passing of this act, shall be wholly exempt from stamp duty. — § 35.

Penalty on Masters neglecting to register Indentures, &c. — If any master to whom any apprentice mentioned in this act shall be bound or assigned neglect to cause the indenture or the assignment thereof (as the case may be) to be registered as required by this act, or shall, after the ship has cleared outwards on the voyage upon which such ship may be bound, suffer his apprentice to quit his service (not entering into that of H. M.), except in case of death, desertion, sickness, or other unavoidable cause, to be certified in the log-book of the ship, every such master shall for every such offence forfeit and pay the sum of 10*l.* — § 36.

Justices to determine Complaints. — Two or more justices, residing at or near to any port at which any ship having on board any sea apprentice shall at any time arrive, shall have full power and authority to inquire into and examine, hear, and determine all claims of apprentices upon their masters under their indentures, and all complaints of hard or ill usage exercised by their masters towards their apprentices, or of misbehaviour on the part of any apprentice, and to make such orders therein as they are empowered to do in other cases between masters and apprentices. — § 37.

Common Assaults may be summarily punished by 2 Justices. — In case of any assault or battery which shall, after the commencement of this act, be committed on board any British merchant ship in any place at sea, or out of H. M.'s dominions, it shall be lawful for any 2 justices in any part of H. M.'s dominions, upon complaint of the party aggrieved, to hear and determine any such complaint, and to proceed and make such adjudication thereon as any 2 justices are empowered to do by the act 9 Geo. 4. c. 31., subject however to such provisos and limitations as are contained in the said act with respect to the cases of assault and battery therein mentioned; and the fine or forfeiture to be imposed in such case shall be payable to the merchant seamen's hospital or institution at or nearest to the port or place where such adjudication is made. — § 38.

Masters entitled to receive the Wages of Apprentices entering into the Navy. — No parish or voluntary apprentice to the sea service shall be at liberty to enter into H. M.'s naval service during his apprenticeship without the consent of his master; but if nevertheless he voluntarily enter on board any of H. M.'s ships of war, and be allowed by his master to continue therein, such master, in case he give notice to the secretary of the admiralty of his consent to his apprentice remaining in H. M.'s service during the residue of his apprenticeship, shall, upon the production of his indenture, be entitled, at the time of paying off the ship, to receive to his own use any balance of wages that may be then due and payable to such apprentice up to the period of expiration of his indenture. — § 39.

Forcing on Shore, &c. any Person belonging to the Crew a Misdemeanor. — If any master of a British ship force on shore and leave behind, or shall otherwise wilfully and wrongfully leave behind on shore or at sea, in any place in or out of H. M.'s dominions, any person belonging to his crew, before the arrival of such ship in the U. K., or before the completion of the voyage or voyages for which such person was engaged, whether such person have formed part of the original crew or not, every person so offending shall be deemed guilty of a misdemeanor, and shall suffer such punishment by fine and imprisonment, or both, as to the court before which he is convicted shall seem meet; and the said offence may be prosecuted by information at the suit of the attorney-general, or by indictment or other proceeding in any court of criminal jurisdiction in H. M.'s dominions, at home or abroad, where such master or other person shall happen to be, although the place where the offence may have been committed be out of the ordinary local jurisdiction of such court; and such court is hereby authorised to issue a commission for the examination of any witnesses absent or out of its jurisdiction; and at the trial the depositions so taken, if such witnesses be then absent, shall be received in evidence. — § 40.

Seamen not to be discharged Abroad without Sanction. — No master shall discharge any individual person of his crew, whether British subject or foreigner, at any of H. M.'s colonies or plantations, without the previous sanction in writing of the governor, lieutenant-governor, secretary, or other officer appointed in that behalf by the government there, or in the absence of all such authorities at or near the port or place at which the ship is then lying, then of the chief officer of customs resident at or near to such port or place; nor shall he discharge any person at any other place abroad without the like previous sanction in writing of H. M.'s minister, consul, or vice-consul there, or in the absence of any such functionary, then of two respectable merchants resident there; all which functionaries are hereby required, and all which merchants are hereby authorised, in a summary way to inquire into the grounds of such proposed discharge by examination on oath, and to grant or refuse such sanction according to their discretion, having regard to the objects of this act. — § 41.

Not to be left Abroad on the Plea of Incapacity to proceed. — No master shall be at liberty to leave behind abroad, either on shore or at sea, any person of his crew, on the plea of such person not being in a condition to proceed on the voyage, or having deserted from the ship, or otherwise disappeared, unless upon a previous certificate in writing of one of such functionaries or merchants as aforesaid, if there be any such at or within a reasonable distance from the place where the ship shall then be, if there be time to procure the same, certifying that such person is not in such condition, has deserted or disappeared, and cannot be brought back; and all such functionaries are hereby required, on the application of any such master, to inquire by examination on oath into the circumstances, and to give or refuse such certificate according to the result of such examination. — § 42.

If any of the Crew are left behind, the Proof of Sanction shall be on the Master. — If any master shall leave behind any one of his crew contrary to this act, in any indictment or proceeding the proof of his having obtained the sanction or certificate aforesaid shall be upon him, it being the intention hereof that, except in the case of entering into H. M.'s naval service, no person of the crew shall be discharged, either with or without his consent, in any place abroad where such functionary can be found, unless he have given his sanction thereto. — § 43.

Seamen when allowed to be left behind to be paid their Wages. — Every master who shall leave any person of his crew on shore at any place abroad, under certificate of his not being in a condition to proceed on the voyage, shall deliver to one of the said functionaries, or if there be none such to any two respectable merchants there, or if there be but one then to such one merchant, a just and true account of the wages due to such person, and pay the same to the seaman, either in money or by a bill drawn

upon the owner of his ship; and if by bill, then such functionary or merchant is hereby required by certificate indorsed on such bill to testify that the same is drawn according to this act for money due on account of wages of a seaman, or to that effect; and any master who shall deliver a false account, or refuse or neglect to deliver a just and true account of the wages due to such person, and to pay the amount in money or by bill as aforesaid, shall for every such offence forfeit and pay, in addition to the wages due, the penal sum of 25*l*. — § 44.

Act not to prevent Seamen from entering into the Navy. — Nothing in this act or in any agreement shall prevent any seaman or person belonging to any merchant ship whatever from entering or being received into H. M.'s naval service, nor shall any such entry be deemed a desertion from the merchant ship, nor incur any penalty or forfeiture whatever, either of wages, clothes, or effects, or other matter or thing, notwithstanding any agreement made to the contrary; and all masters and owners of ships are strictly prohibited from introducing into any ship's articles or agreement with the crew any clause or matter by which any penalty or forfeiture of any kind is agreed to be incurred by a seaman upon his entry into H. M.'s service. — § 45.

Seamen entering into the Navy from Merchant Ships entitled to the immediate Delivery of Clothes, &c. — When any seaman quits a merchant ship in order to enter into H. M.'s naval service, and is actually received into such service, not having previously committed any act amounting to and treated by the master as a total desertion, he shall be entitled immediately upon entry to the delivery up of all his clothes and effects on board such merchant ship, and (in case the ship shall have earned freight) to receive from the master the payment of the proportionate amount of his wages up to the period of such entry, in money or by a bill on the owner; all which clothes, effects, money, and bill such master is required to deliver up to him accordingly, under a penalty of 25*l*. for any refusal or neglect, to be recovered with full costs of suit by such seaman: provided, that if no freight have been earned at the time of such entry, then the master shall be required to give the seaman so entering a bill upon the owner for his wages to the period of such entry, payable on the ship's safe arrival at her destined port; but in case the master shall have no means of ascertaining the balance justly due, he shall make out and deliver to such seaman a certificate of the period of his services and the rate of wages he is entitled to, producing at the same time to the commanding officer of H. M.'s ship the agreement entered into with the seaman for the voyage; and every master, upon the delivery up of such clothes and effects, and the settlement as now directed, of such wages, shall be entitled to receive from the officer in command of H. M.'s ship into which such seaman has entered, a certificate signed by the officer, which he is hereby required to give upon the request of the master, testifying that such seaman has entered into H. M.'s ship to serve, as proof that the master had not parted with the seaman contrary to the provisions of this act. — § 46.

Power to H. M. to sue for the Amount advanced for Seamen left Abroad. — In all cases where any master has forced on shore or left behind any person against the provisions of this act, and any such person shall become distressed and be relieved under the provisions of the act 11 Geo. 4. c. 20., or under any act hereafter to be passed, then, in addition to the wages due from and the penalties imposed on such master, H. M. shall be entitled to sue him or the owner of the ship, at the option of the lords of the admiralty, for all charges and expenses incurred on the subsistence, necessary clothing, and conveyance home of such person, as so much money paid and expended to the use of the defendant, which, together with full costs of suit, may be recovered in the same manner as other debts due to H. M. are recoverable; and in any proceeding for that purpose proof of the account furnished to the said commissioners by any one of such functionaries, or by such two merchants or one merchant, according to the case, as provided by the said act of the 11 Geo. 4. c. 20., shall, together with proof of payment by the said lords or by the treasurer of the navy, of the charges incurred on account of such person, be sufficient evidence that he was relieved and conveyed home at H. M.'s expense; and the court in which any proceeding for the recovery of the said money is instituted is authorised to issue a commission for the examination of witnesses abroad, and the depositions so taken shall be received as evidence. — § 47.

Ship's Agreement on Arrival at a Foreign Port to be deposited with the Consul. — Every master of a British ship, on his arrival at any foreign port where there is a British consul or vice-consul, shall deliver to such functionary the agreement with his ship's crew, to be preserved by him during the ship's stay there, and to be returned to the master before his leaving the port, without any fee or charge for the same; and if any master refuse or neglect to deliver such agreement to the consul or vice-consul, as is hereby required, he shall for every such offence forfeit and pay the sum of 25*l*. — § 48.

No Seaman to be shipped at a Foreign Port without the Privy of the Consul. — During the ship's stay at any foreign port no seaman shall be shipped by any master except with the privy of the consul or vice-consul, indorsed or certified on the agreement, under a penalty of 25*l*. for every seaman shipped in breach of this act. — § 49.

Masters to produce Agreements to Officers of King's Ships. — The master of every British ship is hereby required to produce and show the muster-roll of the ship, and the agreement with his crew, to the captain, commander, or other commissioned officer of any of H. M.'s ships requiring a production and sight thereof; and it shall be lawful for any such officer in H. M.'s naval service, if he think it necessary, to muster the crew and passengers (if any) of any British ship, in order to be satisfied that the provisions of this act, and the laws relating to navigation with respect to the crews of merchant ships, have been duly complied with; and if any master shall, upon being required by any such officer, neglect or refuse to produce the muster-roll or agreement, or obstruct any officer in mustering the said crew or passengers, or produce any false muster-roll, he shall for every such offence forfeit and pay the sum of 25*l*. — § 50.

Registrar and Officers of Customs empowered to require Production of the Agreement, &c. — For the better carrying into effect the purposes of this act it shall be lawful for the registrar and his assistants, and also for the collectors or other chief officers of customs, at the several ports of the U. K. and of the British possessions abroad, to demand from the master of every ship required to enter into an agreement with his crew, the production of the muster-roll of the ship, and also of such agreement, with liberty to take a copy of either or both, and to muster the crew and apprentices of such ship, for the purpose of ascertaining whether the provisions of this act, and of the laws relating to navigation, have been complied with; and if any master, on such demand being made, refuse or neglect to produce such muster-roll or agreement, or refuse to allow a copy of either document to be taken, or refuse to permit, or prevent his crew and apprentices from being mustered, he shall for every such neglect, refusal, or offence, forfeit and pay the sum of 50*l*. — § 51.

Definition of the Terms Master, Seaman, Ship, and Owner. — Every person having the charge or command of any British ship shall, within the meaning and for the purposes of this act, be deemed and taken to be the master of such ship; and every person (apprentices excepted) employed or engaged to serve in any capacity on board the same, shall be deemed and taken to be a seaman within the meaning and for the purposes of this act; and the term "ship," as used in this act, shall be taken and understood to comprehend every description of vessel navigating on the sea; and the term "owner," as applied to a ship, shall be understood to comprehend all persons, if more than one, to whom the ship belongs; and all steam and other vessels employed in carrying passengers or goods shall be deemed trading ships within the meaning and for the purposes of this act. — § 52.

Recovery of Penalties. — All penalties and forfeitures imposed by this act, for the recovery whereof no specific mode is herein provided, shall be recovered, with costs of suit, in manner following: (that is to say,) all penalties and forfeitures not exceeding 20*l*. shall be recoverable at the suit of any person by information and summary proceeding before any one or more justice or justices in any part of H. M.'s dominions, residing near to the place where the offence shall be committed, or where the offender shall

be, which justice or justices shall have full power to levy the amount of any such penalty or forfeiture and costs by distress and sale of the offender's goods, or by commitment of the offender for non-payment of the amount; and all penalties and forfeitures exceeding 20*l.* shall and may be recovered, with costs of suit, in any of H. M.'s courts of record at Westminster, Edinburgh, or Dublin, or in the colonies, at the suit of H. M.'s attorney-general or other chief law officer of the crown in any part of H. M.'s dominions other than in Scotland, and if there at the suit of the lord advocate; and that all penalties and forfeitures mentioned in this act for which no specific application is before provided shall, when recovered, be paid and applied as follows: viz., one moiety of every such penalty shall be paid to the informer or person upon whose discovery or information the same has been recovered, and the residue shall be divided between Greenwich Hospital and the merchant seamen's hospital or institution at the port to which the ship shall belong, and if there be none such at said port, then the whole of the said residue shall be paid to Greenwich Hospital: provided, that it shall be lawful for the court before which or the justice or justices before whom any proceedings are instituted for the recovery of any pecuniary penalty imposed by this act to mitigate or reduce such penalty as to them shall appear just and reasonable, in such manner, however, that no penalty shall be reduced below half its original amount: and provided also, that all proceedings so to be instituted be commenced within 2 years after the commission of the offence, if the same have been committed at or beyond the Cape of Good Hope or Cape Horn, or within 1 year if committed on the European side of those limits, or within 6 calendar months after the return of the offender or complaining party to the U. K. — § 53.

As to Ships belonging to any British Colony having a Legislature.—This act shall not extend or apply to any ship registered in or belonging to any British colony having a legislative assembly, or to the crew of any such ship, while such ship is within the precincts of such colony; any thing herein contained to the contrary in anywise notwithstanding. — § 54.

Schedules referred to in the preceding Act.

SCHEDULE (A.)

An Agreement made, pursuant to the Directions of an Act of Parliament passed in the Sixth Year of the Reign of His Majesty King William the Fourth, between _____, the Master of the Ship _____, of the Port of _____, and of the Burden of _____ Tons, and the several Persons whose names are subscribed thereto.

It is agreed by and on the part of the said persons, and they severally hereby engage, to serve on board the said ship in the several capacities against their respective names expressed, on a voyage from the port of _____ to _____ [here the intended voyage is to be described as nearly as can be done, and the places at which it is intended the ship shall touch, or if that cannot be done, the nature of the voyage in which she is to be employed], and back to the port of _____; and the said crew further engage to conduct themselves in an orderly, faithful, honest, careful, and sober manner, and to be at all times diligent in their respective duties and stations, and to be obedient to the lawful commands of the master in every thing

relating to the said ship, and the materials, stores, and cargo thereof, whether on board such ship, in boats, or on shore [here may be inserted any other clauses which the parties may think proper to be introduced into the agreement, provided that the same be not contrary to or inconsistent with the provisions and spirit of this act.]. In consideration of which services, to be duly, honestly, carefully, and faithfully performed, the said master doth hereby promise and agree to pay to the said crew, by way of compensation or wages, the amount against their names respectively expressed. In witness whereof the said parties have hereto subscribed their names on the days against their respective signatures mentioned.

Place and Time of Entry.			Men's Names.	Age.	Place of Birth.	Quality.	Amount of Wages per Calendar Month, Share, or Voyage.	Witness to Signature.	Name of Ship in which the Seamen last served.
Day.	Month.	Year.							

Note.—Any embezzlement or wilful or negligent loss or destruction of any part of the ship's cargo or stores may be made good to the owner out of the wages (so far as they will extend) of the seamen guilty of the same; and if any seaman

shall enter himself as qualified for a duty to which he shall prove to be not competent, he will be subject to a reduction of the rate of wages hereby agreed for in proportion to his incompetency.

SCHEDULE (B.)

An Agreement made, pursuant to the Directions of an Act of Parliament passed in the Sixth Year of the Reign of His Majesty King William the Fourth, between _____, the Master of the Ship _____, of the Port of _____, and of the Burden of _____ Tons, and the several Persons whose names are subscribed hereto.

It is agreed by and on the part of the said persons, and they severally hereby engage, to serve on board the said ship in the said several capacities against their respective names expressed, which ship is to be employed in [here the nature of the ship's employment is to be described, whether in the fisheries, on the coast, or in trading from one part of the United Kingdom to another, or to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the River Rhine (inclusive and Brast); and the said crew further engage to conduct themselves in an orderly, faithful, honest, careful, and sober manner, and to be at all times diligent in their respective duties and stations, and to be obedient to the lawful commands of the master in every thing relating to the said ship, and the materials, stores, and cargo thereof, whether

on board such ship, in boats, or on shore [here may be inserted any other clauses which the parties may think proper to be introduced into the agreement, provided that the same be not contrary to or inconsistent with the provisions and spirit of this act.]. In consideration of which services, to be duly, honestly, carefully, and faithfully performed, the said master doth hereby promise to pay to the said crew, by way of compensation or wages, the amount against their names respectively expressed; provided always, and it is hereby declared, that no seaman shall be entitled to his discharge from the ship during any voyage in which he may be engaged, nor at any other than a port in the United Kingdom. In witness whereof the said parties have hereto subscribed their names on the days against their respective signatures mentioned.

Place and Time of Entry.			Men's Names.	Age.	Place of Birth.	Quality.	Amount of Wages per Calendar Month, Share, or Voyage.	Witness to Signature.	Name of Ship in which the Seamen last served.
Day.	Month.	Year.							

Note.—Any embezzlement or wilful or negligent loss or destruction of any part of the ship's cargo or stores may be made good to the owner out of the wages (so far as they will extend) of the seamen guilty of the same; and if any seaman

shall enter himself as qualified for a duty to which he shall prove to be not competent, he will be subject to a reduction of the rate of wages hereby agreed for in proportion to his incompetency.

SCHEDULE (C.)

Ship _____, of the Port of _____, whereof _____ was Master.
 A List of the Crew (including the Master and Apprentices) at the Period of her sailing from the Port of _____, in the United Kingdom, from which she took her first Departure on her Voyage to _____, and of the Men who joined the Ship subsequent to such Departure and until her Return to the Port of _____, being her Port of Destination in the United Kingdom.

Name.	Age.	Place of Birth.	Quality.	Ship in which he last served.	Date of joining the Ship.	Place where.	Time of Death or leaving the Ship.	Place where.	How disposed of.

Note.—If any one of the crew has entered his Majesty's service, the name of the king's ship in which he entered must be stated in the account, under the head of "How disposed of."

Note.—This list to be filled up, and, being signed by the master, is to be delivered by him to the collector or comptroller of the customs, on reporting his ship inwards, on her arrival at her port of destination in the United Kingdom.

SCHEDULE (D.)

An Account of the Voyages in which the Ship _____, of _____, has been engaged in the Half Year commencing on the _____ Day of _____, One thousand eight hundred and _____, and ending on the _____ Day of _____, One thousand eight hundred and _____, and of all the Persons (Masters and Apprentices included) who have belonged to such Ship during that Period.

ACCOUNT OF THE VOYAGES.

[Here the several Voyages, and the Periods of such Voyages, are to be described.]

ACCOUNT OF THE CREW.

Name.	Age.	Place of Birth.	Quality.	Ship in which he last served.	Date of joining the Ship.	Place where.	Time of Death or leaving the Ship.	Place where.	How disposed of.

Note.—If any one of the crew shall have entered his Majesty's service, the name of the king's ship in which he entered must be stated in his account, under the head of "How disposed of."

Note.—This account, when filled up, is to be signed by the owner, and deposited with the collector or comptroller of the customs of the port to which the ship shall belong, or with the registrar of merchant seamen in London.

SEAMEN (ESTABLISHMENT FOR).—The reader will find in the body of this work, p. 1015., a notice of the corporation established by the act 20 Geo. 2. c. 38. for the relief and support of maimed and disabled merchant seamen, and of the widows, children, &c. of such seamen as were killed or drowned in the merchant service. But, as the funds at the disposal of the corporation have been very limited, it has not been much heard of. Under previous acts, 6*d.* per month was deducted from the wages of all seamen in the merchant service; the produce of which assessment was paid over to the trustees of Greenwich Hospital, in the benefit of which institution such seamen were to be allowed to participate. But this arrangement has latterly been much objected to, and apparently not without good reason; for it appears from the official returns (*Dict.* pp. 1016, 1017.), that, though the contributions from merchant ships to Greenwich Hospital in 1828 and 1829 exceeded 20,000*l.* a year, there was not on the establishment a single individual who had been exclusively employed in the merchant service! The heavy expenses attending the collection of the duty were also much objected to.

*Repeal of the 6*d.* a Month Greenwich Duty.*—To obviate these complaints, the 4 & 5 Will. 4. c. 34. directs that the contribution of 6*d.* per month by seamen in the merchant service to Greenwich Hospital shall cease from the 1st of January, 1835; and that 20,000*l.* a year shall be advanced from the consolidated fund to the Hospital, to make good the deficiency caused by the cessation of such contribution.

New Establishment for Support of Merchant Seamen, &c.—And to provide still more effectually for the relief and support of maimed and disabled merchant seamen, and of the widows, &c., of those killed or drowned in the merchant service, the act 4 & 5 Will. 4. c. 52. has been passed. This act repeals the 20 Geo. 2. c. 38., except in so far as it relates to the establishment of the corporation of president and governors for the relief of maimed, &c. merchant seamen, and of the widows and children of seamen killed or drowned in the merchant service; and it also repeals as much of the act 37 Geo. 3. c. 73. as relates to the wages of seamen dying while employed in ships trading to the West Indies. Having thus cleared the way for a new system, it goes on to enact:—

President and Governors empowered to relieve disabled Seamen, &c.—The said president and governors and their successors are authorised to provide, in their hospital, for such seamen as are rendered incap-

ble of service by sickness, wounds, or other accidental misfortunes, and those who shall become decrepit or worn out by age, or to allow them certain pensions, or otherwise, as the president and governors deem meet and most for the advantage of the said charity; and also to relieve the widows and children of such seamen as shall be killed, slain, or drowned in the said service; and also to relieve the widows and children of seamen dying after having contributed during a term of 21 years to the funds of this corporation, provided such children are not of the age of 14 years, or if of that age or upwards, not capable of getting a livelihood by reason of lameness, blindness, or other infirmities, and are proper objects of charity; and also to relieve the widows and children (such children being proper objects of charity) of such seamen as at the time of their death shall have been receiving or been entitled to pensions, under and by virtue of this act, from the fund hereby to be created, as decrepit or worn-out seamen, provided that no widow shall be entitled to any benefit under this act, who shall not have been the wife of such seaman or pensioner before he became entitled to relief under its provisions: provided nevertheless, that no seaman shall be entitled to any provision or benefit of this act, on account of any hurt or damage received on board any ship or vessel, unless he produce, or cause to be produced, a certificate of the said hurt or damage from the master, mate, boatswain, and surgeon, or so many of them as were in the vessel to which he belonged at the time of his receiving such hurt or damage, or of the master and 2 of the seamen, if there be no other officer, or in case the master shall die, or be killed or drowned, then of the person who shall take upon him the care of the ship or vessel, and 2 of the seamen on board the same under their hands and seals, thereby signifying how and in what manner such seaman received such hurt or damage, whether in fighting, defending, working, loading, or unloading the said ship or vessel, where and when he entered, and how long he had served on board the same; and the parties so signing and sealing such certificate are hereby required to make oath to the truth thereof before some justice of the peace, if given in Great Britain or Ireland, or the chief officer of the customs of the port or place where there is no justice of the peace, or before the British consul or resident in any foreign country where such certificate is executed (who are respectively authorised and required to administer the same without fee or reward); and in each case such seaman shall be rendered incapable of service, a certificate, signed, sealed, and authenticated in like manner, signifying that he was healthy when he entered on board such ship or vessel, and that such sickness was contracted on board the same, or on shore in doing his duty in the service of the ship, and not otherwise, and expressing the time and place he entered on board such ship or vessel, and how long he had served therein; and that no widow, child, or children of any seaman killed, slain, or drowned in the said service, shall be relieved or entitled to any allowance by virtue of this act unless she or they, or some person on her or their behalf, shall produce a certificate, signed, sealed, and authenticated in like manner, signifying how and in what manner such seaman lost his life in the service of the said ship or vessel, the time and place he entered on board, and how long he had served therein; and that no widow, child, or children of any seaman in the said service shall be entitled to any relief by virtue of this act, unless she or they shall produce, or cause to be produced, a certificate under the hands and seals of the minister and churchwardens and overseers of the poor of the parish, township, or place, or any 2 of them, or under the hands and seals of the minister and overseers of the poor of the parish, township, or place, or any 2 of them, where there are no churchwardens, or if in Scotland, by the minister and elders, or if in Ireland, by a justice of the peace for the parish, township, or place where such widow, &c. shall at the time reside, and if such widow, &c. are some of the people called Quakers, then by any 2 reputable persons of that persuasion of the parish, township, or place where such widow, &c. have a legal settlement, or do inhabit and reside, to be attested by 2 or more credible witnesses that such widow was the lawful wife and real widow, and that such child or children was or were the lawful child or children of such deceased seaman as aforesaid, and that such child or children is or are under the age of 14 years, or if of that age or upwards, not capable of getting a livelihood by reason of lameness, blindness, or other infirmities, and is or are proper objects of charity; and that no seaman shall be provided for by a pension or otherwise, as decrepit or worn out, unless he have served in the merchant service for the space of 5 years, and have during that time paid the monthly duty out of his wages, imposed by the act 20 Geo. 2. c. 38., or by this act required to be henceforward paid and deducted, as the case may happen, for the uses and purposes herein provided. — § 2.

Forgery of Certificate. — Forged certificates to be null and void; and those knowingly using them to be liable to the punishment of an incorrigible rogue. — § 3.

Courts. — The president and 5 assistants to make a court, who are to meet weekly. The court may apply the monies of the corporation, and appoint the officers and their salaries, and do all other matters and things necessary. — § 4.

All Masters and Owners of Merchant Ships or Vessels, &c. to pay 2s. per Month. — For effecting the ends and purposes aforesaid, every master of any merchant ship or vessel belonging to any British subject, and every owner, being a British subject, navigating or working his own ship or vessel, whether the said ship or vessel be employed on the high sea, or coasts of Great Britain or Ireland, or in any port, bay, or creek of the same, shall, from and after the 31st day of December, 1834, pay 2s. per month, and proportionably for a lesser time, during the time he or they shall be employed in such merchant ship or vessel, for the uses and purposes aforesaid: provided always, that such masters or owners, or their widows, and children under 14 years of age, or being objects of charity as aforesaid, shall be entitled to a proportionate increase of the pension or allowance by this act provided, according to the difference between the amount of the monthly duty paid by other seamen, mariners, and pilots, in case such master or owner shall have paid the 2s. per month for a period of 5 years or 60 months before any application to the said president and governors for relief under this act; but in case any such master or owner be killed or drowned, or become decrepit, maimed, or disabled, before he or they shall have paid such increased rate of 2s. per month for the full period of 5 years or 60 months as aforesaid, then such masters or owners, or their widows and children, shall be entitled to such smaller pension or allowance as the said president and governors, or the trustees to be appointed, shall think fit. — § 5.

All Seamen, or other Persons serving on board such Ships or Vessels, to pay 1s. per Month. — Every seaman or other person whatsoever who shall serve or be employed in any merchant ship, or other private ship or vessel, belonging to any British subject, whether employed on the high sea, or coasts of Great Britain or Ireland, or in any port, bay, or creek of the same, and every pilot employed on board any such ship or vessel, shall, from and after the 31st day of December, 1834, pay 1s. per month, and proportionably for a lesser time, during the time he or they shall be employed in or belong to the said ship or vessel, for the uses and purposes aforesaid: provided that this act shall not be construed to extend to any person employed in taking fish in any boat upon any of the coasts of Great Britain or Ireland, or the islands of Guernsey, Jersey, Alderney, Sark, and Man, nor to any person employed in boats or vessels that trade only from place to place within any river of Great Britain or Ireland. — § 6.

Masters of Ships to keep in their Hands 1s. per Month out of Seamen's Pay. — The master, owner, or commander of every such merchant or private ship or vessel is hereby required to deduct out of the wages, shares, or other profits payable to seamen or other persons employed on board such ship or vessel (other than those hereby excepted), the said monthly duty, and shall pay the same, together with the amount of the duty owing from himself, to such officer or officers as shall be lawfully appointed at any of the out-ports for collecting the said duty of 1s. per month, if such seamen or other persons be entitled to any such wages, shares, or profits. — § 7.

Appointments of Receivers. — President and governors, with the concurrence of commissioners of customs, to appoint such persons to receive the monthly duties at the out-ports as they may think fit, making them a reasonable allowance for their trouble which is not, however, in any case, to exceed 5 per cent. on the gross sum collected. — § 8.

Muster Roll.—Every master is to keep a true and faithful muster roll of the crew of his ship, specifying in writing the name of every one of the crew, including apprentices, with the various particulars as to the place of each person's birth, the place and time of his entry to the ship, the place and time of his discharge from or leaving the same, and if he be discharged or left, with the other particulars specified in the subjoined formula, in the event of his being hurt, killed, &c. :—

A List and Account of the Crew (including the Master and Apprentices) of the Ship _____, of the Port of _____, whereof _____ is the Master, at the Period of her Departure from the Port of _____ in the United Kingdom, and on her Return to the Port of _____ in the United Kingdom, and also of those who have joined the Ship at any time during the Voyage.

Men's Names.	Place of Birth.	Place and Time of Entry.			Place and Time of Discharge, or leaving the Ship.			When and where received hurt or damaged.	When or where died, or drowned, or died a natural Death.	Wages due at Death.	What Godwin or other Efficacy any discharge has left.	Amount of Monthly Duty.
		Day.	Month.	Year.	Day.	Month.	Year.					

Duplicates of this account are to be delivered to the collectors of the duties at the port where the vessel discharges; and any master or commander neglecting to keep such muster roll, and neglecting or refusing to deliver it to the collectors of the duties, shall forfeit for every such offence the sum of 5*l*. The collectors are to transmit to the president and governors the duplicates received from such vessels as do not belong to the port of discharge; and the latter are to transmit them to the same. Collectors neglecting to transmit such duplicates incur a penalty of 5*l*. — § 9.

Masters to deduct Penalties from Wages.—The master of every ship coming within the provisions of this act shall deduct out of the wages of the seamen thereof the amount of all forfeitures incurred by any such seamen, and every master is hereby required truly to enter the same in a book to be kept by him for that purpose, which shall be signed by the master and the person next in command, both of them certifying that it contains all the forfeitures which have been incurred by the seamen of the ship during the voyage, to the truth whereof the master shall make oath when required before the officer of the president and governors in London, or before their collectors at the out-ports; and the said book, or a true copy thereof signed and certified as aforesaid, shall, within 1 calendar month after the ship's return from her voyage, be delivered to the said officer by the master, together with extracts from the log-book of the entries therein of the causes of the several forfeitures; and every master who shall refuse or neglect to deliver such account shall forfeit and pay the sum of 20*l*. — § 10.

Examination of Masters, &c.—Collectors may summon masters of vessels, and examine them upon oath as to the truth of the muster-rolls; masters refusing to appear or to answer, to forfeit 12*l*. — § 11.

Regulations as to Government Ships.—Secretaries, &c. of public government offices to give in a list of ships and vessels employed in their service, and of the seamen or other persons employed in such ships or vessels; and the treasurers, &c. of such offices are to pay no wages or freight to any master, &c. until he produce an acquittance signed by receiver of duties. — § 12.

Payment of Duties.—The said monthly duties are to be paid at the port where the ship or vessel unloads her cargo, *before she be cleared inwards*; and all officers are interdicted from granting any cockets, transire, &c., or permitting any vessel to go out of any port, unless it appear by the acquittances of the collectors of the said duties that they are not more than 3 months in arrear of the same; every officer acting contrary to this regulation to forfeit 10*l*. But masters or owners may agree with the trustees and collectors for half-yearly payments. — § 13.

Prevention of delay.—To prevent unnecessary delay, it is enacted, that if masters fail to produce proper acquittance or certificate of agreement, tidewaiters to be continued on board at their expense. — § 14.

Penalties by this act recoverable before a magistrate. — § 15.

Appointment of Trustees, &c.—From and after the 1st day of October, 1834, it shall be lawful for the owners, masters, and commanders employed on board ships and vessels belonging to any of the out-ports to assemble and meet at any time and place within the same that shall be appointed by any 5 or more of them, by giving 10 days' previous notice, to be fixed at the custom-house, wharf, quay, or other public place; and such persons, or the greater part of them, being so assembled, are authorised from time to time to nominate and appoint, by an instrument in writing under their hands and seals, 15 persons to be trustees for such out-port, for receiving, collecting, and applying the said duties, which trustees shall continue to act until the 26th day of December, 1835, and until new trustees are nominated and confirmed; and that within 10 days after the 26th day of December in each succeeding year, the owners, masters, &c. at such out-ports shall have power to meet and choose 15 persons to be trustees for the year ensuing, by an instrument in writing under their hands and seals, or the majority of them so assembled, having given previous notice in the manner before directed; which said respective trustees shall continue from time to time until new trustees are nominated, &c. as aforesaid; and the said instrument shall be sent, free of expense, to the president and assistants or committees of the said corporation, who are required to confirm the same under the common seal of the corporation, without fee or reward, within 15 days after the receipt thereof; which trustees when so confirmed (and whereof *five* shall be a quorum) shall have the same powers and authorities to make by-laws, and to revoke or alter the same, and to receive and apply any sums of money which shall be contributed, devised, or bequeathed by any well-disposed persons for the purposes aforesaid, and to appoint receivers and other officers, and to collect, receive, pay, and apply the said duties of 2*s*. per month and 1*s*. per month so to be allowed and paid by the seamen or other persons serving on board any ship or vessel belonging to such persons, at such out-ports, according to such rules, orders, and regulations as are or shall be established by virtue and in pursuance of this act, or have been established and continued under the provisions of the act 20 Geo 2. c. 28, so far as the same are not inconsistent with or repealed or varied by the provisions of this act; and the said receivers and other officers shall have the same powers and authorities as the other receivers and officers appointed in pursuance of this act, and shall be liable to the same penalties and forfeitures: provided always, that if the instrument of trust be not sent to the president and assistant or committees within 60 days after every appointment of trustees, the trust thereby created shall be considered void, and the trustees appointed under it as discharged from the same; and that the president and governors shall have power to appoint a receiver or receivers for the port or place from which such instrument of trust has not been sent, for collecting the forementioned duties and allowances payable at such port or place aforesaid; and the said president and governors shall have power to demand from the outgoing trustees of such port or place an account in writing of the former management of such void trust, and also to demand payment from such trustees of any balance which may at the time of such default be in their hands, who are hereby required to pay the same to such receiver appointed as aforesaid, together with the books of account and other books belonging to such trustees relative to such trust. — § 16.

Appointments on Default.—These are not to be revocable within 5 years. — § 17.

Former Trustees.— Trustees previously appointed at the several out-ports to be subject to the provisions of this act. — § 18.

Trustees in Bristol.— The corporation of the Merchants Venturers of Bristol are appointed trustees for the duties, &c. received there; and empowered to hold lands, &c. for the purpose of this act. — § 19.

Hull Trustees.— The guild of the Trinity-house of Kingston-upon-Hull appointed trustees for the duties, &c. received there. — § 20.

Greenock and Glasgow, &c.— The ports of Glasgow, Greenock, and Port Glasgow, &c. to be deemed one united port, and masters of ships belonging thereto to elect trustees for collecting duties, &c. — § 21.

Transmission of Accounts.— Trustees of out-ports to transmit accounts of the yearly receipts and expenditure to president and governors. — § 22.

Transmission of Muster Rolls.— Collectors appointed by trustees or corporations aforesaid are excepted from sending duplicate of muster rolls to the president and assistants. — § 23.

Sections 24. and 25. enact that no seaman shall be entitled to the benefit of this act unless he pays the duty; and that those seamen who have served longest shall be first provided for.

Maimed Seamen to be provided for at the port where the accident happens. — § 26.

Disabled Seamen having served and paid 5 years, to be provided for where they have contributed most. — § 27.

Seamen shipwrecked, or made Prisoners by the Enemy, may be relieved. — § 28.

Where regular Certificates cannot be obtained, others may be admitted.— In all cases where the certificates directed to be produced by this act for the purpose of entitling parties to relief and support cannot be obtained, such other certificates as shall be satisfactory to the president and governors or trustees respectively shall be received and allowed, so as to entitle the party producing the same to the pensions or other relief provided by this act. — § 29.

Wages of deceased Seamen to be paid to the Trustees.— All sums of money due for wages to any seaman, mariner, or other person engaged on board any British merchant ship in any port or ports in Great Britain and Ireland, who shall have died on board during the voyage, shall, within 3 months after the arrival of such ship in any port of Great Britain and Ireland, be paid to the trustees of the said port appointed in pursuance of this act, or to the receiver or collector or other authorised agent of the said president and governors, where there are no such trustees, to and for the use of the executors or administrators of the seaman or other person so dying; and in case no claim shall be made on the said trustees by such executors or administrators on account of such wages, within 1 year after the same have been paid over, then the said trustees shall remit the same to the collector or receiver or other their authorised agent of the president and governors at the port of London, in such manner and times as the said president, &c. shall direct, to and for the use of the executors or administrators of the seaman or other person so dying; and in case no claim shall be made on the said president, &c. by the executors, &c. of such seaman on account of such wages within 1 year after the same shall have been first paid over to their collector, then it shall be lawful for them to direct such wages to be paid over (but without interest for the same) to the widow, or if there be no widow claiming, then to the lawful issue respectively, or such persons as by virtue of the statutes of distribution of intestates' effects shall be entitled to the same; and if any master or commander of any merchant ship neglect or refuse to pay over to the said trustees, or the receiver or collector at the port aforesaid, all such sums of money within the time before limited, he shall forfeit for every such offence double the amount of the sums of money due to any seaman or other person for wages. — § 30.

Wages, if not demanded in 3 Years by representatives, to go to the use of the president and governors, or the trustees of the respective ports. — § 31.

Payment to Seamen's Hospital in London.— President and governors to pay 5 per cent. out of duties received by them from seamen in the port of London to the Seamen's Hospital Society in that port. — § 32.

Deductions from Gross Amount.— It shall be lawful for the receiver or collector or other authorised agent of the president and governors at the port of London, and he is hereby authorised, to deduct and receive from the gross amount of such sums of money as shall be derived from the unclaimed wages of deceased seamen, received by him in respect of such wages, 5 per cent. in satisfaction of all expenses and trouble he may be put to in the receipt, collection, or transmission thereof.

The contributions to the new fund will, most likely, amount to about 50,000*l.* a year; so that, if it be discreetly and economically managed, it will afford the means of suitably providing for a large number of disabled merchant seamen, as well as for the wives and children of those who have lost their lives in that service. The distressing consequences of those accidents and casualties to which seamen are so peculiarly liable, will thus be materially reduced; so that the service will, in fact, be rendered less hazardous, and more respectable.

SHARES IN JOINT STOCK COMPANIES (PRICES OF, &c.)— The following Table may, we hope, be useful to such of our readers as have not ready access to the lists regularly published in London. It embraces the various companies of which shares are usually on sale in the London market, exhibiting the number of shares in each, the sum paid up on account of such shares, the price which they brought on the 3d of April, 1840, the then dividend on account of each share, and the periods when the dividends are payable. It is taken from Wettenhall's List, the most authentic record of such matters. It can hardly, we think, fail to be interesting; for, though some of the particulars embodied in it will soon become obsolete, others will not easily change, and it will always be valuable as a standard of comparison.

N. B.— When the amount of a share only is mentioned, it is to be presumed that it is entirely paid up.

Increase of Companies.— The extraordinary increase of joint-stock companies, for the construction of railways, the formation of banks, insurance offices, &c., is not one of the least interesting phenomena of the present times. This increase makes it peculiarly desirable that the law as to these associations, both as respects the engagements between them and the public, and the rights and obligations of the partners in reference to each other, should be clearly defined and laid down; and we have heard that it is intended to introduce a measure in furtherance of these objects. The subject, however, is one of

Table of the principal Joint Stock Companies in England and Wales, the Number of Shares in each, the Sum paid up on account of such Shares, with their Prices, Dividends, &c. on the 3d of April, 1840.

[illegible]

Table of the principal Joint Stock Companies in England and Wales — continued.

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
1,600	BRIDGES.]				
2,531	Hammerwith new subser. Ar. 63. 2	50	22 0 0	1 0 0	Jan. & July
1,760	Ditto, New, of 71 per cent.	Ar. 63. 2	13 5 0	1 15 0 per ct.	December
5,000	Waterloo	50	302 35 0	0 15 0	Feb. & Aug.
2,000	Ditto New, of 71.	40	18 0 0	0 15 0	—
5,000	Ditto Bonds	40	25 0 0	0 19 0	June & Dec.
60,000	Vauxhall	Ar. 70. 10s. 3d.	25 0 0	0 19 0	—
5,543					
2,000	ASSURANCE COMPANIES.				
2,000	Albion	500	75 0 0	5 10 0	December
2,000	Brit. and For.	100	14 0 0	6 0 0	January
2,000	Ditto Marine	100	14 0 0	6 0 0	January
24,000	Atlas	50	15 5 0	0 12 6 per sh.	July
1,800 1/2 sh.	Birmingham Fire	250	107 10 0	5 5 0	May & Sep.
2,000	British Commercial	50	52 1/2 0	5 0 0	June & Dec.
12,000	Clerical, Med. and Gen. Life	100	4 5 0	5 0 0	August
5,000	County	100	10 0 0	8 5 0	December
4,000	Equity	50	5 7 6	5 0 0	October
20,000	Economic Life	1,000	250	400 0 0	Jan. & July
10,000	Eng. and Scott. Law, Fire, and Life	50	22 0 0	1 18 0	—
2,000	Fire	20	22 0 0	1 18 0	—
50,000	Ditto New	20	22 0 0	1 18 0	—
100,000	Freemasons	20	22 0 0	1 18 0	—
100,000	Globe	100	274	138 0 0	June & Dec.
20,000	Hope Life	25	25 0 0	4 0 0	September
20,000	Ditto Fire	25	25 0 0	4 0 0	March
2,000	Imperial Life	100	10 5 0	0 2 6	June & Dec.
2,000	Indemnity	100	10 5 0	0 2 6	—
13,458	Indemnity Marine	100	56 13s. 6d.	56 10 0	August
2,029	Kent Fire	50	50	92 0 0	Feb. & Aug.
10,000	Law Life	50	50	92 0 0	—
10,000	Legal and General Life	100	10	0 16 0	April
30,000	London Fire	50	124	35 0 0	—
3,500	London Ship	25	19 10 0	0 10 0	March & Sep.
10,000	Marine	100	10	0 10 0	July
10,000	Minerva Life	100	10	0 10 0	—
50,000	National Life	20	12 0 0	4 0 0	—
30,000	Northamptonshire	50	12 0 0	4 0 0	—
50,000	Phoenix	50	175 0 0	5 0 0	Jan. & July
50,000	Prospector Life	20	0 18 0	4 0 0	—
	JOINT STOCK BANKS.				
	Agricultural and Com. of Ireland	25	10	8 0 per ct.	Jan. & July
	Australian	40	38 10s. & 3d.	10 0	March
	Bank of England	50	36 1/2 0	6 0 0	June & Dec.
	British North American	50	36 1/2 0	6 0 0	June & Dec.
	Commercial Bank of England	50	36 1/2 0	6 0 0	June & Dec.
	Edinburgh	50	36 1/2 0	6 0 0	June & Dec.
	Imperial Bank of England	20	8	8 0 0	March & Sep.
	London and Westminster	25	8	8 0 0	March
	London Joint Stock Company	50	10	5 0 0	Jan. & July
	London and County	50	10	5 0 0	—
	Manchester and Liverpool Dist.	100	15	10 0	March
	Metropolitan	25	7 0 0	7 0 0	October
	Provincial Bank & Glasgow	25	7 0 0	7 0 0	—
	Ditto New	100	44 5 0	10 0	Feb. & Aug.
	Ditto Bank of Ireland	10	17 0 0	8 0 0	Jan. & July
	National Provincial England	100	17 0 0	8 0 0	—
	Ditto New	20	94 13s. 6d.	5 0 0	—
	Ditto New	90	94 13s. & 10s. 3d.	5 0 0	—
	North & South Wales	10	10	5 0 0	31 Dec.
	Northamptonshire Union	55	14 0 0	14 0 0	July
	Northamptonshire	50	10	5 0 0	Feb. & Aug.
	North Wales	50	10	5 0 0	August
	Southern District	50	10	5 0 0	—
	West of Eng. and South Wales Dis.	20	12 5 0	5 0 0	May
	Union Bank of Australia	50	8 5 0	6 0 0	Jan. & July

Table of the principal Joint Stock Companies in England and Wales — continued.

No. of Shares.	Description of Companies.	Amount of Share paid up.	Price per Share.	Dividends per Annum.	Dividends Due.	No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
GAS LIGHT AND COKE COMPANIES.											
2,400	Bath	Shares Paid. £74,167.	-	0 16	0 per ct.	15,000	Bristol and Exeter	Shares Paid. 100.	405.	-	-
600	Bradford	- 37.	-	10 0	0 per ct.	7,500	Cheltenham and Great Western	100.	45.	-	-
5,000	British	- 40	18	1 5	0	3,000	Chester and Hertford	60	100	5	-
5,000	Butt	- 30	19	1 5	0	6,000	Dublin and Drogheda	100	100	5	-
2,400	Ditto Provincial	771,100	35	3 7	0	8,000	Durham Junction	100	100	-	-
2,400	Birmingham and Staffordshire	- 50	50	4 0	0	5,000	Edgware Junction	25	91.	5s. & 9d.	-
4,000	Brenford	- 50	50	4 0	0	15,500	Glasgow, Paisley, and Ayrshire	50	50	50	-
4,250	Bristol	- 30	30	2 0	0	5,000	Edinburgh, Leith, and Newhaven	20	11	-	-
2,500	Bristol	- 30	30	2 0	0	18,000	Edinburgh and Glasgow	50	17	-	-
2,471	Bristol	- 30	30	2 0	0	10,918	Edinburgh, Leith, and Greenock	50	17	-	-
300	Canterbury	- 50	30	6 0	0	11,000	Edinburgh and Glasgow	50	17	-	-
1,000	Cheltenham	- 60	100	4 0	0	10,000	Ditto Half Shares	50	50	50	-
1,000	City of London	- 100	100	4 0	0	10,000	Great North of England	60	100	60	-
1,000	Ditto New	- 100	100	4 0	0	10,000	Great North of England	60	100	60	-
7,000	Ditto New and Consolidated	- 50	11	10 0	0	25,000	Ditto New	50	50	50	-
800	Coventry	- 25	25	6 10	0 per sh.	6,000	Glasgow Junction	50	50	-	-
20	Croydon	- 25	25	6 10	0 per sh.	8,000	Hall and Selby	100	100	-	-
4,000	Dudley	- 25	17	0	0 per ct.	2,100	Leeds and Selby	50	55	-	-
10,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	2,000	Leeds and Selby	100	100	-	-
800	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	7,000	Leeds and Selby	100	100	-	-
4,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	2,000	Leeds and Selby	100	100	-	-
2,550	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	11,475	Ditto Half Shares	50	40	-	-
3,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	35,000	Ditto Quarter Shares	45	55	-	-
400	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	24,500	Ditto Quarter Shares	45	55	-	-
9,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	20,000	London and Brighton	50	50	-	-
1,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	25,000	London and Brighton	50	50	-	-
1,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	25,000	London and Brighton	50	50	-	-
8,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	25,000	London and Brighton	50	50	-	-
240	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	25,000	London and Brighton	50	50	-	-
15,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	25,000	London and Brighton	50	50	-	-
6,000	Edinburgh, Perth, and Aberdeen	- 50	50	5 0	0 per ct.	25,000	London and Brighton	50	50	-	-
IRON RAILWAYS.											
6,200	Birmingham and Derby	- 100	90	5 5	0	25,000	Ditto New	50	50	-	-
9,600	Birmingham and Gloucester	- 100	70	5 5	0	25,000	London and Birmingham	100	90	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
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6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
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6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
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Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
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6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 12	0	36,000	Ditto Quarter Shares	45	55	-	-
Ditto New											
6,000	Ditto New	- 50	10	0 1							

Table of the principal Joint Stock Companies in England and Wales—continued.

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
		Shares, Paid.	L. s. d.	L. s. d.			Shares, Paid.	L. s. d.	L. s. d.	
5,125	Ditto New Northern and Eastern	- 100.	18 10 0	-		Ditto Scrip	-	3 15 0	-	-
2,000	Preston and Wigan	- 50	12 10 0	-		Ditto New Scrip	-	-	-	-
2,600	Stockton and Darlington	- 50	-	-		LITERARY INSTITUTIONS.	-	-	-	-
1,000	Stockton and Darlington	- 100	-	-	1,000	London, with Premium Tickets	- 754 1/2	18 10 0	-	-
1,000	Stockton and Darlington	- 100	-	-	1,500	London University	- 100	8 0 0	-	-
28,000	Stockton and Darlington	- 100	-	-	700	Russell	-	7 0 0	-	-
28,000	Stockton and Darlington	- 100	-	-		King's College	-	19 10 0	-	-
6,000	York and North Midland	- 50	11. & 11. 10s.	-			-	-	-	-
	MINES.									
1,800	Argenta Iron and Coal Company	- 50	34	-		MISCELLANEOUS.	-	-	-	-
4,000	Argenta Iron and Coal Company	- 15	13	-	10,000	Anglo-Mexican Mint	- 10	-	1 4 0	June & Dec.
10,000	Argenta Iron and Coal Company	- 100	100	-	10,000	Australian Agricultural	- 50	41. 17s. 6d. & 4s. 10s.	1 10 0	January
8,000	Argenta Iron and Coal Company	- 50	25	-	10,000	Assam Tea Company	- 50	-	-	-
2,000	Argenta Iron and Coal Company	- 150	140	-	10,000	British Patent Coal	- 17 1/2	-	-	-
10,000	Brazilian Iron, &c. Co. Ltd.	- 35	30	-	20,000	British Agricultural Loan Corn.	- 105	10 0 0	1 0 0	Apr. & Oct.
11,000	Brazilian Iron, &c. Co. Ltd.	- 30	14	-	20,000	British and Foreign Steam	- 50	2	6 0 0	Apr. & Oct.
10,000	Brazilian Iron, &c. Co. Ltd.	- 30	20	-	6,000	British American Land Company	- 50	2	5 0 0	Jan. & July
10,000	Brazilian Iron, &c. Co. Ltd.	- 10	10	-	10,000	Canada Company	- 100	32 1/2	6 0 0	-
10,000	Brazilian Iron, &c. Co. Ltd.	- 10	5	-	10,000	Eastern Coast of Central America	- 50	101 0 0	4 0 0	-
10,000	Brazilian Iron, &c. Co. Ltd.	- 20	7 1/2	-	5,000	Gen. Reever, and Investment Co.	- 100	7 1/2	4 0 0	-
6,000	Brazilian Iron, &c. Co. Ltd.	- 12	40	-	2,100	Hammerford Market	- 100	100	4 0 0	-
12,000	Brazilian Iron, &c. Co. Ltd.	- 20	13	-	45,000	London Cemetery	- 20	12	-	-
10,000	Brazilian Iron, &c. Co. Ltd.	- 15	55	-	20,000	General Steam Navigation	- 15	14	-	-
1,000	Brazilian Iron, &c. Co. Ltd.	- 25	14	-	8,000	London Reversionary Int. Society	- 10	7	-	-
2,850	Brazilian Iron, &c. Co. Ltd.	- 20	19	-	20,000	Mexican and South American	- 50	10	0 10 0	-
20,000	Brazilian Iron, &c. Co. Ltd.	- 20	19	-	5,387	New Brunswick (Land)	- 100	107	13 1/2 0 0	-
10,000	Brazilian Iron, &c. Co. Ltd.	- 100	20	-	15,000	Royal Mail Steam Packet Co.	- 100	5	5 0 0	-
10,000	Brazilian Iron, &c. Co. Ltd.	- 25	7	-	2,000	St. George's Steam Packet Co.	- 100	100	8 0 0	-
11,500	Brazilian Iron, &c. Co. Ltd.	- 50	10 1/2	-	5,000	St. George's Steam Packet Co.	- 100	100	8 0 0	-
	Av. 654.10s. 6d.				14,000	South Australian	- 25	15	10 0 0	-
5,000	Brazilian Iron, &c. Co. Ltd.	- 150	40	-	4,000	Thames Tunnel	- 50	50	4 0 0	-
10,000	Brazilian Iron, &c. Co. Ltd.	- 50	50	-	10,000	Van Deman's Land	- 100	17 1/2	0 6 0	-
20,000	Brazilian Iron, &c. Co. Ltd.	- 40	40	-			-	-	-	-

considerable difficulty, and should be approached with great caution. But whatever may be done in this matter, we trust that no attempt will be made, directly or indirectly, to lessen the indefinite responsibility of every partner in such concerns for their debts and engagements. We look upon this unlimited individual responsibility as by far the best, or rather the only, security that is worth a straw for their honest and prudent management. The introduction of partnerships *en commandite*, or of partnerships with limited responsibility, would be both unnecessary and mischievous: unnecessary, because there is no disinclination on the part of individuals to embark, as the law now stands, in any undertaking, how hazardous soever, that affords a reasonable prospect of even a moderate return; and mischievous, because partnerships with limited responsibility may be, and in fact frequently are, converted into engines for deceiving and defrauding the public. Some companies have endeavoured to defeat this indefinite liability by inserting clauses to that effect among the conditions on which they profess to do business. But it is believed that these stipulations are illegal; of their inexpediency there can be no doubt; and as they may entrap the unwary, and give rise to litigation, their prohibition by an act of the legislature would seem to be a prudent measure.

SHIPS (CLASSIFICATION, QUALIFICATIONS OF MASTERS OF, &c.). — There is in the *Dict.*, p. 1268, an account of the annual average number of shipwrecks from 1793 to 1829, with a classified account of those in the last year. Since then, the number of these calamities has in no degree diminished. The following account, compiled from Lloyd's books, shows the amount of shipwreck, in so far as it can be ascertained, from the 1st of January, 1832, to the 30th of June, 1836.

Statement of the Number of the Vessels lost, abandoned, broken up, &c.

	British.		Foreign.		Total.	
	No. of Ships.	Average Tonnage.	No. of Ships.	Average Tonnage.	No. of Ships.	Average Tonnage.
In 1832, actual losses, &c. from Lloyd's books -	345	unknown	139	unknown	464	unknown
In 1833, actual losses, &c. from Lloyd's books -	626	ditto	185	ditto	811	ditto
In 1834, losses, &c. 1st of January to 31st of December, from office book, Lloyd's list, and other sources, surveyors, &c. -	432	113,184	158	41,396	590	154,580
In 1835, losses, &c. 1st of January to 31st of December, from office book, Lloyd's list, and other sources, surveyors, &c. -	594	121,770	158	32,390	752	154,160
In 1836, losses, &c. 1st January to 31st of June, from Lloyd's list, and other sources -	284	50,268	115	20,355	399	70,623

This account must not, however, be taken as fairly representing the total loss from shipwreck. The return as to foreign losses is too defective to be of the least value; and even as respects British shipping, such losses only are taken into account as are entered upon Lloyd's books, whereas it is well known that very many vessels are annually lost that are not entered in these books, and of which, consequently, no account is kept.

But, such as it is, the above account shows, estimating the value of the wrecked ships and cargoes at the moderate rate of 18*l.* a ton, that the pecuniary loss arising from the shipwreck of British vessels, in 1835, amounted to the immense sum of 2,191,860*l.* (121,770 × 18). But the loss of property is less afflicting than the loss of life. In 1833, the crews of 38 ships were entirely drowned while those of very many more partially shared the same fate. But, owing to the extent to which emigration has of late years been carried, and especially to the numbers of poor emigrants ready to embark in any ship, provided they get a cheap passage, the loss of crews is no criterion of the loss of life occasioned by shipwreck. Thus, in 1834, no fewer than 791 emigrants, bound for Canada, lost their lives by shipwreck, principally in the gulph and river of St. Lawrence (see *anté*, art. **EMIGRANTS**); and within the last few years there has been a still more lamentable waste of life, in consequence of the loss of convict ships bound for Australia. The frequency and amount of shipwreck is, indeed, quite appalling; and has at length begun forcibly to attract the public attention.

It may be thought, perhaps, that these disasters are wholly ascribable to the perils incident to navigation, and that they are not really greater than might be expected to occur to a mercantile navy so extensive as that of England, whose flag is displayed on every sea, however remote or dangerous; but such is not really the case. If we suppose that a *third part* of the wrecks that have taken place of late years have been occasioned by the dangers of the sea, we believe we shall not be within, but beyond, the mark. The other *two thirds*, or more, have originated in artificial causes, of which the principal have been the erroneous system adopted by the underwriters in the classification of ships, and the incompetency of the masters.

1. *Old System for classifying Ships.* — To insure a ship on right principles, or in such a way that the premium shall be the fair equivalent of the risk, is no easy matter. The

risk depends partly on the condition of the ship and the capacity of the master and crew ; partly on the nature of the cargo she is to take on board ; and partly on the voyage she has to perform. The last two circumstances disclose themselves, and their influence may be appreciated, at least with sufficient accuracy for practical purposes, without any difficulty ; but it is far otherwise with the condition of the ship, and the capacity of the master and crew. It is essential to the adjusting of an insurance on fair terms, that these should be known ; and it is, at the same time, exceedingly difficult to acquire any accurate information with respect to them.

It is plain that there is but one mode in which any thing satisfactory can be learnt with respect to the condition of ships, and that is, by the inspection and examination of persons of competent information as to such matters. To acquire a just character at first, a ship should be repeatedly surveyed while she is being built ; and to learn her condition at any subsequent period, some of the planks should be taken off, and her hull and rigging subjected to a thorough examination. This is the only method to be followed if we wish to arrive at results that may be safely depended on. The *age* of a ship should not be altogether overlooked in estimating her condition ; but it is not a criterion that, taken by itself, is worth almost any thing. There is the greatest possible difference in the materials of which different ships are built, in the way in which they are built, and in the wear and tear to which they are exposed. Some have been so very bad, that they have actually gone to pieces on their first voyage ; others, with difficulty, last for 3, 4, or 7 years ; and others, again, run for 10, 15, and even 20 years, and upwards, with but little repair. It may be presumed that the condition of ships built of similar materials, on the same plan, and employed in the same departments of trade, will depend materially on their ages : but a thousand circumstances conspire to defeat this presumption ; and it would be ludicrous to suppose that it should apply at all in the case of ships constructed of different materials, and engaged in different lines.

But notwithstanding the criterion of age is thus really worth less than nothing as a rule by which to judge of a ship's condition, it is almost the only one that has been referred to in this country. From about the year 1760, or perhaps earlier, down to 1834, ships were arranged, by the underwriters at Lloyd's, in classes marked by the letters A, E, I, and O, and the figures 1, 2, and 3 ; the former referring to the hull of the ship, and the latter to the rigging. A ship marked A 1. was in the highest class ; that is, her hull and rigging were both declared to be in the best condition ; ships marked E 1. were in the next class ; those marked I 1. were in the lowest available class, or that formed of such as were fit only for carrying coals, or other goods not liable to sea damage along the coast ; ships marked O were unseaworthy. But to get into the highest class, no examination of the ship, or none worthy of the name, was required. Unless some very flagrant defect were obvious in their construction, all ships were entitled, when new, to be marked in the highest class ; and they were entitled, whatever might be their real condition, to stand in it for a certain number of years, varying from 6 to 12, according to the *port* in which they happened to be built ! It is not easy to imagine that any thing can be more absurd than such a classification ; but the whole extent of the injury arising from it is not immediately obvious. The great majority of merchants and underwriters have not, and could not be expected to have, any personal knowledge of different ships, and have nothing to trust to but the classified accounts. Suppose, now, that two ships were built at the same time in London or any other port ; that one was constructed of the best materials, and in the best way, while the other was constructed of the worst materials, and in the most defective manner : these two ships were placed side by side in the class A 1. ; the underwriters, seeing them there, were ready, without further inquiry, to insure them at the *same premium*, and the merchants were, for the same reason, quite as willing to employ the one as the other ! A bounty was thus given on the construction of what have been called *slop-built* ships, or ships of an inferior class. For a half, or, at most, two thirds, of what would be required to construct a good and really sufficient ship, a shipowner got an inferior vessel of an equal burthen sent to sea ; and, owing to the matchless absurdity of the system of classification, the inferior was placed in the same rank with the superior ship ; enjoyed all the advantages such distinction could give ; and was, in the public estimation, deemed quite as good and as deserving of employment as the other. This has been a more copious source of shipwreck than all the currents, rocks, and fogs that infest our seas ; but it was not the only one. At the end of a certain number of years, depending (as already stated) on the port where the ship was built, both the vessels referred to above were degraded to the class E ; and yet it might happen, that the superior ship was, when so degraded, better entitled to continue in the class A than the inferior ship was ever to be in it. But even this does not exhaust the whole absurdity of this preposterous scheme ; for supposing that the superior ship had been so thoroughly repaired as to be as good as the day she came off the stocks, and that the inferior ship had got no repair at all, still they were both placed, side by side, in the class E ! All the annals of all the

maritime nations of the world, from the Phenicians downwards, furnish no example of a more perverse, contradictory, and absurd regulation. That it should have existed amongst us for the greater part of a century, strikingly exemplifies the power of habit to procure toleration for the most destructive practices and errors.

It may be said, perhaps, that, whatever system of classification is adopted, there must be great numbers of inferior vessels; for, though we did not, foreigners would build them; and, being consequently able to sail them cheaper, would drive us totally out of all trades in which they could come fairly into competition with us. This is true; but no one ever thought of proscribing inferior ships, or of dictating to the shipowner what sort of ships he should build, or to the merchant what sort he should employ. We do not object to inferior ships, but we do object to the *same character* being given to them that is given to superior ships. This is practising a gross fraud upon the public; and gives an unfair and unjust advantage to the owners of inferior vessels. The interests of navigation and of humanity imperatively require that ships should be correctly classified; that those that are not seaworthy should not be classed with those that are, but that the *real state* of each should be distinctly set forth in the register, and be made known to every one. If this be done, the merchant and the underwriter may be safely left to deal with them as they think fit.

In consequence mainly of the laudable exertions of Mr. Marshall, the attention of the principal merchants, shipowners, underwriters, &c. of the metropolis was some years ago directed to this subject; and in 1824 a committee, consisting of representatives from these different bodies, was appointed to inquire into and report on it. The committee collected a great deal of valuable evidence; and laid an able report before a general meeting of merchants, shipowners, &c. on the 1st of June, 1826. We subjoin an extract from this report, which more than bears out all that we have stated:—

“From the absence of all control on the original construction of ships while building, and the impossibility of ascertaining by any inspection, after completion, their real quality, it appears to be indisputably proved, by an almost uniform concurrence of testimony, that the first character, or A 1., is indiscriminately extended to ships differing widely in strength, durability of materials, and all those qualities on which character ought to be dependent; that many ships to which the first class is assigned are decidedly inferior to others which are placed, from lapse of time alone, in a lower class; that many become totally unfit for the conveyance of dry cargoes, long before the expiration of the period during which they are entitled, according to the present system, to remain on the first letter, in which they are notwithstanding continued; that instances are on record of first class ships which have been unfit from their origin for the conveyance of dry cargoes; and some are declared to have been hardly fit, when new, to proceed to sea with safety. One case is even adduced, in which, from ill construction and insufficiency of fastening in a new ship, her insecurity was predicted, and she actually foundered on her first voyage; and yet this identical vessel was ranked, according to the indiscriminate system pursued, in the first class.

“Such, as respects new ships, appears by the evidence to be the practical results of a system which, assuming to designate by marks their intrinsic quality, provides no means of actually ascertaining that quality; but offers, in effect, a *premium for the building of inferior and inefficient ships*, by the inducement it holds forth to fraudulent construction, and by the equality of character it indiscriminately extends to the best and the worst ships built at the same port.

“Nor, your committee regret to have to report, is the evidence of the errors, inconsistencies, and evils arising from the existing system, as applied to old ships, by any means less conclusive. By the *refusal to restore character, in consequence of repairs, however extensive*, the inducement to maintain ships in an efficient state is removed; whilst, from the absence of all regular provision for stated or periodical examination, their efficiency or inefficiency is rendered dependent upon the varying views, the caprices, or the interests of the proprietors. Hence, though the second character, or E, is declared by the rules of the system to be the designation of ships which, having lost the first character from age, are kept in perfect repair, and appear, on survey, to have no defects, and to be completely calculated to carry dry cargoes with safety, the whole body of evidence distinctly proves that character to be, in very numerous instances, assigned to ships which, from original defect or want of requisite repairs, are *utterly unfit and unsafe for dry cargoes*; while others, which, from sound constitution or efficient repair, are pronounced in the evidence to be superior to many new ships, are indiscriminately classed with the actually worthless and unseaworthy. Hence, too, the employment of ships, after they have passed the period prescribed by a fallacious standard of classification, becomes uncertain, precarious, and difficult; the shipowner is injured; the shipper and underwriter misled; the building of superior ships, capable of long service, is discouraged, and direct inducement is held out to the construction of those of an inferior description; the general character of our mercantile marine is degraded; and it is to be feared that, could the system be traced to its ultimate results, it would be found to be productive of a lamentable loss of property and life.”

It may have seemed surprising that, despite the continued complaints of the lowness of freights, and the want of employment for shipping, so many new ships should be annually built. But this was, to a considerable extent at least, occasioned by the system of classification now described. Hitherto, instead of building a really good and durable ship, the principal object has been to construct one that should, at farthest, be, as the phrase is, *was off her legs* in about 10 years or thereby. The reason is, that, whatever might be a ship's condition, she was then degraded from the class A 1., and that it was hardly possible, in most departments of trade, to find a merchant to employ, on anything like reasonable terms, a ship to which these symbols of imaginary excellence were not attached. Hence the shipowner, instead of repairing his 10-years-old ship, sold her for what she would fetch, and built a new one. But the person who purchased the ship degraded to E 1. forced her, though at an enormous reduction, into business; so that there were two bad or inferior ships in the field; whereas, under a reasonable system of classification, there would have been only one good ship. The injury that this has done to the shipping interest is too

obvious to require to be pointed out. It has been infinitely more hostile to it than all those reciprocity treaties, and that foreign competition, about which there has been so much unfounded clamour. "If the system of classification were founded on the principle of *intrinsic merit*, if the real efficiency of the ship formed the basis on which character was given, the consequence, in numerous instances, would be, that, instead of supplying the place of those ships that at present lapse from age only into the second class with new ones, the owners would effectually repair the existing ships; so that there would speedily be not only a material improvement in the construction of ships, but a material increase in the amount of tonnage, and a corresponding increase in the rate of freight." — (*Marshall's Statements*, p. 19.)

The conclusive report and exposition referred to above, did not produce the consequences that might have been anticipated. Government seems, for reasons known only to itself, to have concluded that this was not a subject with which it should interfere; and it was laid aside for some years more. But the still-increasing amount of shipwreck, and the frightful loss of life and property consequent thereon, again roused the public attention to the subject; and we are glad to have to announce, that the principal merchants, shipowners, and underwriters have at last succeeded in setting on foot machinery by which it is believed that a classified account of shipping will be obtained, founded on correct principles. Should this anticipation prove well founded, the public will owe much to the able and intelligent individuals who have imposed on themselves this difficult and important task. They will have done more than any other set of men to improve the character of our mercantile marine, and to lessen the disasters incident to a seafaring life.

2. New System of Classification. — This new classification is conducted under the direction and superintendence of a committee of merchants, shipowners, and underwriters, established in 1834. The committee establish rules for classifying ships, and appoint, control, and dismiss the surveyors by whom they are inspected and examined. A classified register is annually published, which will be gradually made more and more complete; and the expenses attending the institution are defrayed, partly by the fees charged on making an entry in the register, partly by the profits on the sale of the register or book, and partly from voluntary sources. But, as the subject is of the utmost importance to every one interested in commerce and navigation, we think we shall do an acceptable service to our readers, by laying before them the statement prefixed by the society to their register. It fully explains their objects, the principles on which they are proceeding, and the means they have adopted for carrying their views into effect.

CLASSIFICATION OF SHIPS.

After announcing the formation of the committee, the official statement goes on to say, that the following resolutions, rules, and regulations, have been adopted; viz. :—

That a society has been established for obtaining a faithful and accurate classification of the mercantile marine of the United Kingdom, and of the foreign vessels trading thereto, for whose government the following rules and by-laws have been adopted.

That a book containing a register of such classification be annually printed, to be called *Lloyd's Register of British and Foreign Shipping*; and that all persons subscribing the sum of three guineas annually (or such other sum as may be fixed by the committee), shall be members of the Society, and entitled (for their own use) to a copy of the register book.

That the price at which the register book be issued to public establishments, not being marine insurance companies, be 10*l.* 10*s.*

That the register books shall be periodically posted throughout the year.

That, for the convenience of members not resident in London, a monthly supplement, containing the additions and corrections to the register book, be printed in such convenient form as will admit of its transmission by post, that those parties may be furnished with the latest and most correct information; but for which an additional charge of 1*l.* 1*s.* per annum will be made.

Superintendence of the Society. — That the superintendence of the affairs of this society be under the direction of a committee in London, composed of 24 members, consisting of an equal proportion of merchants, shipowners, and underwriters; and that, in addition, the chairman of the committee for managing the affairs of Lloyd's, and the chairman of the General Ship Owners' Society for the time being, shall, *ex officio*, be members of the committee.

Six of the members, namely, 2 of each of the constituent parts of the committee, shall go out annually by rotation, but be eligible to be re-elected.

The vacancies so arising shall be filled up by the election of 2 shipowners and 1 merchant, by the committee of the General Shipowners' Society; and 2 underwriters and 1 merchant by the committee for managing the affairs of Lloyd's.

The committee shall appoint from their own body, annually, a chairman and deputy chairman.

The secretary, clerks, and servants of the society, and the surveyors for London and the outports, shall be appointed by and be under the direction of the committee.

The committee shall meet for the despatch of business every Thursday or on such other day as they may appoint, at 11 o'clock precisely, and 5 members of the committee shall be a quorum.

Special meetings of the committee may be convened by order of the chairman, the deputy chairman, or any 3 members.

All elections and appointments whatever shall be made by ballot.

The committee are empowered to make such by-laws for their own government and proceedings as they may deem requisite, not being inconsistent with the original rules and regulations under which the society is established; but no new rule or by-law shall be introduced, nor any rule or by-law altered, without special notice being given for that purpose at the meeting of the committee next preceding the one at which any such motion is intended to be made; which notice shall be inserted in the summons convening that meeting.

Surveyors.—There shall be appointed for the port of London, and other ports in the United Kingdom, such number of shipwright and nautical surveyors as from time to time may appear expedient to the committee to be requisite for the objects and purposes of the society.

No surveyor will be permitted, without the special sanction of the committee, to receive any fee, gratuity, or reward whatsoever, to his own use and benefit, for any service performed by him in his capacity of surveyor to this society, on pain of immediate dismission.

The surveyors to the society will be directed to attend on special surveys of ships under damage or repairs for restoration, when required by merchants, shipowners, and underwriters; the charge for which will be regulated according to the nature and extent of the service performed.

Funds.—The funds will be under the authority and control of the committee, and a statement of the receipts and expenditure will be annually printed for the information of the subscribers.

The following fees will be charged to the owners of ships surveyed, prior to their being classed and registered in the book:—

For the first Entry and Classification.

		<i>Tonn.</i>		<i>L. s. d.</i>
For each ship	-	- under 150	-	0 10 6
Ditto	-	150 and under 300	-	1 1 0
Ditto	-	300 — 500	-	2 2 0
Ditto	-	500 and upwards	-	3 3 0

For Registering Repairs after Survey.

		<i>Tonn.</i>		<i>L. s. d.</i>
For each ship	-	- under 150	-	0 10 6
Ditto	-	150 and under 300	-	1 1 0
Ditto	-	300 — 500	-	2 2 0
Ditto	-	500 and upwards	-	3 3 0

For Entering and Classing New Ships built in the United Kingdom, and for entering and classing Ships repaired for Restoration.

		<i>Tonn.</i>		<i>L. s. d.</i>
For each ship	-	- under 100	-	1 1 0
Ditto	-	100 and under 200	-	2 2 0
Ditto	-	200 — 300	-	3 3 0
Ditto	-	300 — 400	-	4 0 0
Ditto	-	400 and upwards	-	5 5 0

For special surveys, and where the surveyors to the society are required by the owners of ships to superintend repairs for restoration, a charge will be made according to the nature and extent of the service performed.

All certificates of classification will be signed by one of the chairmen, and countersigned by the secretary; the charge for which to be 10s. for each certificate.

RULES FOR CLASSIFICATION.

The following rules and regulations for the classification of ships have been adopted after much labour and mature consideration, assisted by the valuable information and practical knowledge of the committee of the General Ship Owners' Society.

The characters to be assigned to ships shall be, as nearly as circumstances will permit, a correct indication of their real and intrinsic qualities; and the same shall no longer be regulated by the uncertain standard of the port of building, nor by the uncontrolled decision of surveyors, but will, in all cases, be finally fixed by the committee, after due consideration of the reports of the surveyors and the documents which may be submitted to the committee.

FIRST CLASS SHIPS.—There shall be two denominations of ships of the first class, to be distinguished as "First Description of the First Class," and "Second Description of the First Class."

1. *First Description of the First Class*—will comprise all ships which have not passed a prescribed age, and which are kept in the highest state of repair and efficiency; these will be designated by the letter A.

The period for the continuance of ships on this class shall be limited. The extent of that period will be determined by reference to the original construction and quality of the vessel, the materials employed, and the mode of building; but it is desirable, on grounds of national policy and of individual justice, that after the expiration of the prescribed period, ships shall be permitted to remain in the First Description of the First Class, or to be restored thereto for a further limited period, under certain defined regulations.

2. *Second Description of the First Class*—will comprise all ships which have passed the prescribed age (but not having undergone the repairs that would entitle them to be continued in or restored to the first description), or which shall have been restored, and the period assigned for such restoration having expired, are still in a condition for the safe conveyance of dry and perishable cargoes: these will be designated by the diphthong Æ.

SECOND CLASS SHIPS.—This class will comprise all ships which shall be found, on survey, unfit for carrying dry cargoes, but perfectly safe for the conveyance of cargoes not in their nature liable to sea damage, to all parts of the world: these will be designated by the letter B.

THIRD CLASS SHIPS.—will comprise such ships as are good in constitution, and which shall be found on survey fit for the conveyance, on short voyages (not out of Europe), of cargoes in their nature not liable to sea damage: these will be designated by the letter C.

SHIPS' ANCHORS, CABLES, AND STORES.—The efficient state and condition of ships' "Anchors, Cables, and Stores," will continue to be designated by the figure 1; and where the same are found insufficient in quantity or defective in quality, by the figure 2.

GENERAL REMARKS.

All reports of survey shall be made in writing by the surveyors to this society, and submitted to the consideration of the committee, or of the sub-committee of classification; but the character assigned by the latter shall be subject to confirmation by the general committee.

In assigning character to the existing tonnage, and especially in restoration to the first description of the first class of ships that have been built without a view to such a privilege, the greatest caution will be exercised, but with a rigid attention to render ample justice to the shipowner.

No member of the committee shall be permitted to vote in the decision of the classification of any ship of which he is an owner, or directly or indirectly interested.

The reports of surveyors, and all documents and proceedings relating to the classification of ships, will be carefully preserved, and those parties proving themselves to be interested therein may have access thereto under certain regulations.

In all cases where the ships are proposed to be removed to an inferior class, notice shall be given, in writing, to the owner, master, or agent, with an intimation that, if the alteration be objected to, the committee are ready to direct a special survey, on the owner, master, or agent agreeing to pay the expenses attending the same; provided it shall, upon the re-survey, appear that there has been sufficient ground for such removal.

In classing foreign ships, and ships built in the British possessions abroad, after survey on their arrival in England, a due regard will be had to their having been exempted from that supervision while building to which all British ships are to be subjected, and characters will be assigned to them according to their intrinsic quality, and from the best information that can be obtained.

FIRST CLASS SHIPS.

First Description of First Class Ships.—New ships are required to have been surveyed while building by the surveyor to this society, in the following three stages of their progress:—

First.—when the frame be completed.

Second.—when the beams be in, but before the decks be laid, and with at least two strakes of the plank of the ceiling, between the lower deck and the bilge, unwrought, to admit of an examination of the inner surface of the plank of the bottom.

Third.—when completed, and, if possible, before the plank be painted or payed.

A full statement, agreeably to a schedule prepared for the purpose, of the dimensions, scantlings, &c.

of all new ships, verified by the builder, shall be transmitted by the surveyor, and will be kept as a record in the office of the society.

In building ships, to entitle them to be ranked in the longest period of this class, the following rules are to be observed:—

Timbering.—The whole of the timbering to be of English, African, or live oak, or teak, of good quality; the stem, stern-post, beams, transoms, aprons, knight heads, hawse timbers, and kelson, to be entirely free from all defects; the frame to be well squared from first foothook heads upwards, and free from sap, and also below unless the timber is proportionably larger than the scantling hereafter described; every alternate set of timbers to be framed and bolted together to the gunwale. The butts of the timbers to be close, and not to be less in thickness than one third of the entire moulding at that place, and to be well chocked, with a butt at each end of the chock.

The Scantlings to be as follows:—

Scantling for ships	Tons. Inches.	Tons. Inches.
Room and space to be	150 20	500 30
Floors and space, if square, and free from sap, to be not less at the kelson than	8	13
First foothooks, side, if square, at floor heads	7	11
Second foothooks, side, if square, at the heads	6	10
Third foothooks, side, and top timbers, if square	6	9
The frame to be moulded at kelson	8	13
The frame to be moulded at floor heads	7	11
Top timbers to be moulded at their heads at the sheersake	4	5

The intermediate dimensions for the scantling of timbers between the floor heads and the gunwale to be regulated in proportion to the distance from the two points. Should the room and space be increased, the siding of the timbers to be increased in proportion.

Deck Beams:—

For ships	Tons. Inches.	Tons. Inches.
To be moulded in the middle (not less than)	7	9
To be moulded at the ends (not less than)	6	8
And to be sided	7	10

Those at the after end of the ship to be reduced in proportion to their length.

Hold Beams:—	Tons. Inches.	Tons. Inches.
For ships	150 Inches.	500 Inches.

To be moulded in the middle (not less than)	9	13
To be moulded at the ends (not less than)	7	10
And to be sided	9	13

Those at the after end of the ship to be reduced in proportion to their length.

Kiel and Kelson:—	Tons. Inches.	Tons. Inches.
For ships	150 Inches.	500 Inches.

Kiel, sided	9	13
Kiel, moulded below the rabbet not less than	7	10
Main kelson to be sided	10	14
Main kelson to be moulded	10	14
The scarp of kelson, where only one kelson, to be 5 ft. 7 in.		
But where rider kelsons are added, then they may be 4 ft. 6 in.		

Shifts of timber in ships of 300 tons, and upwards, to be not less than 1-7th of the main breadth; and in ships under 200 tons, to be not less than 1-6th of the main breadth.

Plank.—1. The outside plank, above the light-water mark, to be English or African oak, East Indian teak, or red cedar. 2. The planks below the light-water mark to be good white oak, elm, or beech; but the elm or beech not to be wrought higher than the first foothook heads; or if wrought higher, then 1 year will be deducted from the period that would otherwise be assigned.

3. The clamps, spikettings, shelf-pieces, and ceiling, to be English or African oak, or teak.

The outside plank to be clear of all defects; the inside to be free of all fox, druxy, or decayed planks, and the whole to be properly shifted and fastened. No bolts to be nearer than 5 feet to each other, unless there be a strike wrought between them, and then a distance of 4 feet may be allowed; and no

butt to be on the same timber, unless there be three strikes between.

Thickness of plank to be as under:—

Outside.	Tons. Inches.	Tons. Inches.
For ships	150 Inches.	500 Inches.
Bilge to wales not less than	2	3
Short heads	2	3
Bilge planks	3	4
Bilge to keel	2	3
Wales (average)	4	5
Top sides	2	3
Shear strake	3	4
Plank shear	3	4

Inside.

Ceiling below the hold beams	2	3
Clamps and tilge planks	2	3
Upper deck clamps and spikettings	2	3
Twist deck ceiling	2	3

Deck.

For ships	Tons. Inches.	Tons. Inches.
Upper deck	150 Inches.	500 Inches.
Water ways	2	3

Fastenings.—The treenails to be all of good English or African oak, locust, or other hard wood; but in no case Baltic or American oak to be used; and all planks above 9 inches in width are to be treenailed double and single, except bolts intervene; and if below that width, then to be treenailed single, and at least one half of the treenails used are required to go through the ceiling. All ships of this description of the first class are required to be copper-fastened below their wales.

Sizes of Bolts:—

For ships	Tons. Inches.	Tons. Inches.
For ships	150 Inches.	500 Inches.
Heel, knee, and dead wood aloft	1	1 1/2
Scarp of the keel	1 bolt of 1/2	1 bolt of 1/2
Kelson bolts, one through each floor	0 7-8ths	0 7-8ths
Bolts through the bilge and foot walling	0 5-8ths	0 7-8ths
Butt-bolts	0 5-8ths	0 3-4ths
Hold beam bolts	0 7-8ths	1-8ths
Deck beam bolts	0 5-4ths	0 7-8ths
Hooks forward at throat	0 7-8ths	1-8ths
Hooks forward at arms	0 5-4ths	1
Transoms	0 7-8ths	1-8ths
The lower pintle of the rudder	2 1/2	3 1/2

The beams to be sufficient in number, and securely fastened to the sides, with either iron or wood knees, or both, or with shelf pieces and knees; the same to be well and sufficiently bolted; and it is required that 1 bolt in each butt below the wales, and the bolts in the bilges, shall be through and clenched.

In all cases where the butt and bilge bolts are not through and clenched, 1 year will be deducted from the period that would otherwise be assigned in the classification of the vessel; but this rule shall not be applied to ships built previously to the promulgation of the regulations of this society, although the rule will be rigidly enforced in the case of all vessels built since that period.

General Remarks.—The scantlings and dimensions of all intermediate-sized vessels to be proportionately regulated agreeably to a scale adopted by the society, a copy of which is in the hands of each of the surveyors; and it is to be clearly understood, that smaller dimensions will not entitle the ship to be placed in the longest period of this class.

1. All ships so constructed, and having the whole of the workmanship generally performed in the best manner, will be marked in the book thus, "12 A"; thereby denoting that they are ships of the first quality, and will remain in the first description of the first class 12 years, provided they be kept in a state of efficient repair.

2. Ships surveyed while building, as before mentioned, in which while some of the requisites for a 12 years' ship may have been fulfilled, others have been omitted; but in which all the requisites for a 10 years' ship shall have been complied with, will be marked in the book thus, "11 A"; denoting they are to remain in the first description of the first class 11 years, provided they be kept in a state of efficient repair.

3. Ships surveyed while building, as before mentioned, the scantling of timber, thickness of plank, and size of fastenings of which shall be in no respect less than those in the foregoing specifications, but which may not be framed, nor chocked, nor the timbers so well squared, as in the manner before described, or in which live oak and red cedar alternately may have been used in the framing, or in which good foreign white oak may have been used for ceiling, shelf-pieces, and clamps, will be marked in the book thus, "10 A"; denoting that they are to remain in the first description of the first class 10 years, provided they be kept in a state of efficient repair.

4. Ships surveyed while building as before mentioned, but in the frame of which foreign oak timber shall be used for kelsons or for floors and first foothooks only, or in which good white Dantrick oak plank shall be used below the wales outside, whilst in other respects they are constructed in the manner set forth in the preceding descriptions, will be marked in the book thus, "9 A"; denoting that they are to remain in the first description of the first class 9 years, provided they be kept in a state of efficient repair.

5. Ships surveyed while building, as before mentioned, and framed, fastened, and constructed in the manner set forth in the preceding descriptions, but in the planking of which good foreign white oak shall be employed in other parts than the bottom, will be marked in the book thus, "8 A"; denoting that they

are to remain in the first description of the first class 8 years, provided they be kept in a state of efficient repair.

6. Ships surveyed while building, as before mentioned, and framed, fastened, and constructed in the manner set forth in the preceding descriptions, but in which good foreign white oak shall be used in the frames above the first foothook heads, or in the planking of which (except the strakes through which the beam fastenings pass) good Dantzic fir shall be used, will be marked in the book thus, "7 A"; denoting that they are to remain in the first description of the first class 7 years, provided they be kept in a state of efficient repair.

7. Ships surveyed while building, as before mentioned, in the frames of which, above the first foothook heads, sound second-hand English or African oak or teak timbers shall be used, but planked and in other respects constructed agreeably to any of the preceding descriptions, or with American red pine, or yellow Baltic pine, will be marked in the book thus, "6 A"; denoting that they are to remain in the first description of the first class 6 years, provided they be kept in a state of efficient repair.

8. Ships surveyed while building, as before mentioned, in the frames of which, above the first foothook heads, red pine timber, either American or Baltic, or Hackmatack, and in the bottoms of which, below that mark, the same materials are used, or black birch, elm, ash, or hard wood of like quality, and in the planking of which good yellow pine shall be used, but in other respects constructed agreeably to any of the preceding descriptions, will be marked in the book thus, "5 A"; denoting that they are to remain in the first description of the first class 5 years, provided they be kept in a state of efficient repair.

9. Ships surveyed while building, as before mentioned, the frames of which, above the first foothook heads, are composed of yellow pine, elm, ash, birch, spruce, or other similar woods, but in other respects constructed agreeably to any of the preceding descriptions, will be marked in the book thus, "4 A"; denoting that they are to remain in the first description of the first class 4 years, provided they be kept in a state of efficient repair.

Ships built in the U. K. under a roof, and which shall have occupied a period of not less than 12 months in their construction, will have one year added to the period prescribed for their continuing in the first description of the first class.

Ships built in the U. K. since the promulgation of these regulations, and not surveyed while building by the surveyors to this society, or where the owners or builders may have refused to permit them to survey and examine the same at the several periods prescribed by the rules, will be subjected to a special examination previously to assigning the class in which they are to be placed, according to the preceding regulations; but in all such cases, 1 year will be deducted from the period allowed to that class, in consideration of not having been submitted to such survey during the construction.

Special Exceptions. — The prohibition, in all cases, of the use of *fir* will not apply to ships the topside planking of which, between the lower paint or shear strake and the upper black strake only, shall be composed of pitch pine, or Dantzic or Riga fir, of the best quality.

IRON-FASTENED SHIPS.

Ships, *iron-fastened*, if under 150 tons, may be entitled to continue in the first description of the first class for a period not exceeding 10 years; but if above 150 tons, then for a period not exceeding 8 years, provided that in all other respects they be constructed in accordance with the prescribed rules, and that their bottoms be not copper-sheathed.

At the expiration of the several periods assigned to ships for remaining on the first description of the first class, they will be reduced to the second description of the first class, designated by the diphthong *E*; but if not surveyed within 12 months after entering this description, such ship, having been during that time in some port of the U. K., the character will be omitted until such survey be held, or, if required by the owner, will be allowed to pass into the letter *E*.

Second Description of First Class Ships. — This class comprises ships which, having passed the prescribed age, but not having undergone the repairs that would entitle them to be continued in or restored to the first description, or which shall have been restored, and the period assigned for such restoration having expired, are still in a condition for the safe conveyance of dry and perishable cargoes; these will be designated by the diphthong *E*.

General Remarks. — For the purpose of ascertaining the competency of any ship for this description, careful survey will be required to be made annually, or on the return from every foreign voyage, by one of the surveyors to this society.

The bottom of every ship of this description will be required to be caulked at least once in every 5 years; or, if wood, sheathed and elted once in every 7 years; but if any ship be stripped within those periods, the bottom to be caulked if necessary.

The surveyors in their reports to the committee, on which the continuance of ships on this letter is to be founded, are required to state, distinctly and separately, the actual condition of the decks, bends, topsides (particularly in the way of the deck fastenings), water-ways, hatchway-comings, beams, breasthooks, upper and lower deck fastenings, timber, plank, and treenails.

Where the surveyors to this society consider repairs to be requisite, they are respectfully to intimate the same, in writing, to the owner, agent, or master; and if such repairs be not entered upon within a reasonable time, a corresponding report will be made to the committee.

Parties considering the requisitions of the surveyors to this society to be unnecessary and unreasonable, may appeal to the committee, who will direct a special survey and report for their guidance; but should the requisition of the surveyors be confirmed by the committee, then the expense of such survey shall be paid by the party appealing.

In cases where it shall satisfactorily appear to the surveyors to this society that *doubling*, of sufficient thickness and properly wrought and fastened, may be allowed as a substitute for the shifting of plank, either in the wales or bottom, the surveyor is to make a special report thereof, together with his reasons to the committee, who will determine thereon.

SECOND CLASS SHIPS

Will comprise all ships which shall be found, on survey, unfit for carrying *dry* cargoes, but perfectly safe and fit for the conveyance, *to all parts of the world*, of cargoes not in their nature subject to sea damage; and they will be designated by the letter *E*.

Subject to occasional inspection, ships will continue in this class so long as their condition shall, in the opinion of the committee, entitle them thereto.

THIRD CLASS SHIPS

Will comprise ships that are in good constitution, and which shall be found, on survey, fit for the conveyance, *on short voyages* (not out of Europe), of cargoes in their nature not subject to sea damage; and they will be designated by the letter *I*.

RESTORATION OF SHIPS TO THE FIRST DESCRIPTION OF THE FIRST CLASS.

If at any time, before the expiration of one half of the number of years beyond the period for which ships are to remain in the first description of the first class, an owner be desirous to have his ship continued in, or restored to that description, such restoration (on his consenting to the special survey hereafter described, and performing the repairs therein found requisite) will be granted for a further

period, not exceeding two thirds of the time originally assigned for her remaining in the first description of the first class; the same to be calculated from the date of such repairs.

Requisites for Restoration.—All the bolts in the range of each deck to be driven out, and the planks taken out; the upper deck water-ways, and plank shears, and spirketting, and the strake next the water-ways on the lower deck in the midships, to be also taken out; the sheathing to be entirely stripped off the bottom; a strake in the upper course of the bottom between the wales and the light-water mark, fore and aft, and a plank in the ceiling at the floor heads, to be taken out; the timbers to be clear, and the hooks forward to be exposed; and in that state the ship to be submitted to a special survey and examination, at which the attention of the surveyors to this society is to be particularly directed to the state of the decks, the remaining plank of the topsides, the wales, upper courses, and treenails, and other fastenings; also to the state of the frame, hawse timbers, and knight heads, kelson, floor, foothooks, ceiling, and breast hooks, the rudder in all its parts and hangings; and if, after such examination, the owner should consent to take out all planks, timbers, beams, knees, water-ways, fastenings, and other parts that may be found defective, and objected to, and replace them with materials of the same species, or of equal quality, as those of which the ship was originally constructed, such ships to be entitled to restoration to the first description of the first class for a further period proportionate to their real condition and the extent of the repairs performed, and provided that they be at all times thereafter kept in a state of efficient repair.

Additional Rule.—But if, at any age, the whole of the outside plank of a vessel should be taken off as low as the second foothook heads, and the remainder of the planking, either outside or inside, together with all the decks, be removed, so as to expose the timbers of the frame entirely to view, and in that state the ship be submitted to a special survey and examination by the surveyors to this society; and if, after such examination, all timbers, beams, knees, kelsons, transoms, breast hooks, remaining plank, inside or outside, or other parts to be found defective, be replaced with materials of the same species, or of equal quality, with those of which the ship was originally constructed, and all the treenails driven out and renewed; such ships may be restored to the first description of the first class, for so long a period as may be deemed expedient by the committee, not exceeding in any case the term of six years, as provided by the seventh general rule for ships, in the construction of which second-hand timber has been used.

For Ships which comprise the existing Tonnage.—All ships comprising the existing tonnage are to undergo a very careful survey by the surveyors to this society, prior to registration, and will be classed in the register book agreeably to the descriptions herein, before laid down for the building of new ships, unless on such survey there be found sufficient cause to assign them a less period.

On the proposed survey, special attention is required to the following points; namely, to an examination of the state of the upper deck fastenings, water-ways, spirketting, plank shears, topsides, and upper deck, with its appendages; also the lower deck fastenings, wales, and counter, and the plank and treenails outside the water's edge; the state of the rudder, windlass, and capstan (if the latter be used for purchasing the anchors).

And if on examination of any ships he shall be found to be so defective as to render her unfit to continue on the first description of the first class for the remainder of the term of years assigned to her in accordance with these rules and regulations, a notice of the intention to make such a reduction at the expiration of thirty days, shall be given in writing by the surveyors to this society to the master, owner, or agent, intimating that, if the alteration be objected to, the committee will direct a special survey, on the said master, owner, or agent agreeing to pay the expenses attending the same, should it be found that the proposed reduction was justifiable.

SHIPS' ANCHORS, CABLES, AND STORES.

All vessels are required to have their masts, spars, and standing rigging in good order, and the principal sails in sufficient number and good condition; and every ship is to be supplied with a good hempen stream cable, or hawser, of sufficient size and length, and with at least one good warp; and all vessels are required to be provided with anchors of proper weight, and cables of approved quality, in number and length according to the undermentioned scale:—

Anchors.—All vessels under 200 tons to have at least two bower anchors; and all vessels above that tonnage to be provided with at least three bower anchors.

Tons.	Fathoms.	Tons.	Fathoms.
All vessels under 100 to have at least 150 ft chain.		All vessels from 300 to 400 to have at least 200 ft chain.	
— 100 to 150 —	150 —	400 — 600 —	250 —
— 150 — 200 —	170 —		
— 200 — 300 —	180 —		

But in all cases where hempen cables are used, then one sixth more in length will be required.

Boats.—All vessels under 150 tons to be provided with one good boat; and every vessel above that tonnage to be provided with at least two good boats.

For Ships navigated by Steam.

All sea-going vessels navigated by steam shall be required to be surveyed twice in each year, when a character will be assigned to them according to the report of survey as regards the classification of the hull and materials of the vessel.

That with respect to the boilers and machinery, the owners are required to produce to the surveyors to this society, at the above-directed surveys, a certificate from some competent master engineer, describing their state and condition at those periods; and to which certificate it is desirable there should be added a description of the particulars of the same as far as may be practicable, in the manner and form annexed; to be appended to the report of survey, and delivered to the committee, who will thereupon insert in the register book the letters "M. C.," denoting that the boilers and machinery have been inspected, and certified to be in good order and safe working condition; but if no certificate of their condition be furnished by the owner or master, then no character can be assigned for the machinery.

Hull.—The surveyors to this society are directed to examine and report the scantling of timbers, plank, and fastenings, where built, and by whom, in the same manner as directed for sailing vessels.

Scantlings.—The scantlings are to be deemed sufficient for a steam vessel under 300 tons register, if equal to those required by the scale prescribed in the rules for this society for a sailing vessel of two thirds of the registered tonnage of such steam vessel; but for a steam vessel above 300 tons register, then the scantlings are to be equal to those required by the scale for a sailing vessel of three fourths of the registered tonnage of such steam vessel.

Floors.—Where the vessel is not fitted in solid to the floor heads in the engine room, an exception will be specially made against any reduction of the scantling of the floors, which, in such cases, will not be permitted to be upon the reduced scale of two thirds or three fourths of the dimensions for the scantlings of sailing vessels as before stated; but the floors will then be required to be equal to the dimensions set forth in the rules for ships of the actual registered tonnage of the steam vessel.

The surveyors are required to report the number, size, length, fastenings, and mode of arrangement of the engine and boiler sleepers, and the description of timber of which they are composed, and whether diagonally trussed with wood or iron, and to what extent; the length, size, and fastenings of shelf-pieces and paddle beams; and whether the vessel be constructed with spoonings, and how they are formed; and to give the general length and shifting of the plank outside and inside.

Materials and Stores.—The surveyors are to examine and report the number and description of the masts, sails, anchors, cables, hawsers, warps, and boats, as directed to be done for sailing vessels; but the anchors and cables will not be required to exceed in number, weight, and length those of a sailing vessel of two thirds of the registered tonnage of the steam vessel.

The surveyors are to be particular in examining and reporting the condition of the boats of all vessels employed in carrying passengers.

FORM OF CERTIFICATE FOR VESSELS NAVIGATED BY STEAM.

Lloyd's Register of British and Foreign Shipping.—Certificate for Vessels navigated by Steam.

[Place and date] 183 .		Boilers.	
do certify that the whole of the boilers and machinery of the steam vessel, belonging to _____,		Whether iron or copper _____	
whereof _____ is master, _____ tons, have been		Working pressure _____	
carefully inspected and examined by _____, at _____		If it can be increased at pleasure _____	
and that _____ find the same to be at this time in		If any and what means of changing the water without extinguishing the fires and blowing off _____	
good order and safe working condition.		Number of feed pumps _____	
Witness _____ hand, _____ Master Engineer.		How attached _____	
The following is a true account of the particulars of the machinery of the steam vessel, herein named:—		State of the boilers _____	
Engines.		What clear space upon the top side of the boiler _____	
Number _____		Do, at the end _____	
Estimated power _____		Do, round the chimney _____	
Diameter of paddle-wheels _____		Pumps.	
Length of paddles _____		Number of hand pumps _____	
Breadth of paddles _____		If any attached to engine, their purpose and power _____	
If upon the first or second motion _____		Number of force pumps, with a branch and hose of sufficient length to reach to every part of the vessel _____	
Number of revolutions per minute _____		_____ Master Engineer.	
Size and condition of the holding-down bolts _____		The rules herein set forth may at all times be altered by the presiding committee, and especially to meet any acknowledged improvements which may be made in naval architecture, or in the materials used in ship-building.	
Fuel.			
Where stowed _____			
If in contact with boiler _____			
For what quantity room is provided _____			
If liable to get wetted _____			

No one can question the advantages that will result from carrying a plan of this sort completely into execution. We confess, however, that we doubt much whether this can be done without the co-operation of government. It is invidious to impose on one set of merchants and shipowners the task of deciding upon the condition of the ships or other property belonging to others; and, though we have every confidence in the integrity of the gentlemen composing the committee, the most honourable men are liable to be influenced by an *esprit du corps*, and by insensible biases. We, therefore, cannot help thinking that the scheme would have a much better chance of success, and that the classification would be more likely to be correct, were it managed by individuals nowise connected with business. The surveyors, on whose capacity and honesty the whole scheme principally depends, ought to be quite independent of the good or ill will of those on whose property they have to report. But can that be said to be the case at present? and can it be fairly presumed that merchants or shipowners will deal by the property of their friends and neighbours as it might be dealt with by officers appointed by, and responsible only to, government? We apprehend that both those questions must be answered in the negative; and hence our conviction that this is a matter in which government should interfere. No one can doubt that it is bound to do every thing in its power to promote the safety of navigation, and to preserve the lives of our seamen. In this view it erects lighthouses, and prescribes regulations as to pilotage, &c. But, how indispensable soever, these are not more essential to the interests of navigation than a proper classification of ships; and, if other means should fail to effect this desirable purpose, government will certainly neglect a most important duty if it do not interpose.—(For a further discussion of this important question, see the article on the Frequency of Shipwrecks in the 122d number of the *Edinburgh Review*; see also the *Report of the Commercial Committee of 1836*, on Shipwreck.)

3. *Incapacity of Masters.*—Means by which it might be obviated.—But government will not do its duty if it do not go further than this. An erroneous classification of shipping has been a great, but not the only, cause of shipwreck. The ignorance and incapacity of the masters and officers is another, and hardly a less copious, source of disaster. Officers of the navy have to go through a course of discipline, and are obliged to submit to certain examinations as to their proficiency in seamanship. This, also, was the case with the officers of the East India Company's ships, which were exceedingly well navigated. Indeed, the Company trusted entirely for protection to the goodness of their ships, and the skill of their officers and men; it not being their practice ever to insure. But the masters and officers of ordinary merchant ships are not subjected to any specific training, or any regular examination. Every thing is left to mere individual investigation and selection; and this, as every one knows, depends almost wholly on accident; or, which is nearly equivalent to it, on the skill, industry, liberality, &c. of the shipowner. Every one must be satisfied that masters so chosen cannot fail of being, in many instances, very ill qualified for their business. Few, however, have any notion of the extent of the mischief thence arising; but we have been assured by gentlemen of undoubted informa-

ation, and extensively connected with the business of insurance, that nearly half the losses at sea may be ascribed to the ignorance, incapacity, and carelessness of the masters and crews. Perhaps, there may be some exaggeration in this; but, supposing that only a third part, or that about 200 out of the 626 vessels wrecked in 1833, were lost through the circumstances referred to, is not that enough, not merely to justify government interfering to avert so great an evil, but to make such interference a positive duty?

The interposition of government in a case of this sort, is not only absolutely just and necessary, but it is conformable to the highest authority. The famous French ordinance of 1681 has the following article:—*"Aucun ne pourra ci-après être reçu capitaine, maître, ou patron de navire, qu'il n'ait navigué pendant cinq ans, et n'ait été examiné publiquement sur le fait de la navigation, et trouvé capable par deux anciens maîtres, en présence des officiers de l'Amirauté et du Professeur de l'Hydrographie, s'il y en a dans le lieu."* (Liv. ii. tit. 1. § 1.) A similar article has been inserted in the *Code de Commerce*; and, in 1825, the French government issued an ordinance specifying, in detail, the qualifications that are necessary before any one can obtain a certificate of his fitness to command a ship, either on a foreign or a coasting voyage; the persons who are to examine candidates; and the rules that are to be observed in the examination. Some similar order should certainly be established in this country. The authority of the master is so very great, and the trust reposed in him, including not merely the ship and goods of his employers, but the lives of the crew and passengers, so very extensive, that it is the bounden duty of the public to provide that it be not committed to ignorant or incapable hands.

Perhaps it would, at first, be enough to enact, that no ship, which cleared out for an *oversea* voyage, should be deemed a British ship, unless the master and the second in command had received a certificate of fitness from the proper authorities. This would leave it to the owners to take whom they pleased as masters of coasting vessels; but we believe that the better way would be to enact that all masters of vessels, above a specified tonnage, should be selected from among certificated persons. We do hope that the next time we may have to notice this subject will be to announce that the measure now suggested, or one of a like import, has been carried into effect. — (*Edinburgh Review*, *loc. cit.*)

4. *Disorderly Conduct of the Crews.* — Means by which it might be obviated. — Nothing, we are well assured, would do so much to obviate the disorderly bad conduct so frequently complained of, on the part of seamen, as the enforcing of sobriety on board ships. However disgraceful, there can be no doubt of the fact, that some very bad cases of shipwreck have been mainly occasioned by the drunkenness of the crew. The Americans have seen the advantage that would arise from a reform in this particular; and large numbers of American ships, especially of those engaged in long voyages, are now sent to sea, in which the use of spirits is strictly prohibited, unless when prescribed by the surgeon as a cordial or medicine. In these ships the conditions of agreement, signed by the men, have at their head the words "NO GROG ALLOWED," printed in large capitals. Instead of it, the seamen are liberally supplied with coffee, cocoa, &c.; and it is said that the crews of the ships fitted out on this plan are not only more orderly, but that they are more vigorous, and able to endure greater fatigue. But, to establish the superiority of this practice, it is enough to mention that the American insurance offices have, for some time past, insured "temperance ships" at a decidedly *lower premium* than others! We are convinced that nothing would do half so much to improve the character of our common seamen, as the introduction of a similar system into our merchant-service. And, notwithstanding the prejudices against it, we are glad to have to state, that some ships, fitted out on this plan, have sailed from London and Liverpool, and that (even in this its incipient stage) it has been found to answer exceedingly well.

5. *Improper Built of Ships.* — We have elsewhere noticed (article TONNAGE, in this Supplement) the act 5 & 6 Will. 4. c. 56., passed in 1835, for ascertaining the tonnage of ships. In the old system, the tonnage was determined by reference only to a ship's length and breadth; which led to vessels being built of a disproportionate depth, in order that their registered tonnage, and, consequently, the charges depending on it, might be diminished as much as possible. The faulty construction of ships thence arising has, no doubt, contributed, in some degree, to occasion losses; but the act referred to, by making the tonnage be fairly determined according to the capacity of the ship, whatever the form may be, will completely obviate this source of defective construction and loss.

I. — An Account of the Number and Tonnage of Vessels, with the Number of their Crews, belonging to the British Empire, on the 31st December 1835, 1836, and 1837, respectively.

	On the 31st December, 1835.			On the 31st December, 1836.			On the 31st December, 1837.		
	Vessels.	Tons.	Mens.	Vessels.	Tons.	Mens.	Vessels.	Tons.	Mens.
United Kingdom -	19,737	2,320,667	139,151	19,853	2,315,846	138,136	19,936	2,326,327	139,259
Isles of Guernsey, Jersey, and Man	563	39,636	5,958	563	36,903	5,993	600	37,294	4,250
British Plantations -	5,211	423,458	27,911	5,432	442,897	28,506	5,501	475,497	30,044
Total -	25,511	2,783,761	171,020	25,838	2,795,646	170,637	26,037	2,791,018	175,506

II. — Statement of the Shipping employed in the Trade of the United Kingdom, in the Year 1837, exhibiting the Number and Tonnage of Vessels that Entered Inwards and Cleared Outwards (including their repeated Voyages), with the Number of their Crews, separating British from Foreign Vessels, and distinguishing the Trade with each Country.

COUNTRIES.	INWARDS.						OUTWARDS.					
	British.			Foreign.			British.			Foreign.		
	Ships.	Tons.	Mens.	Ships.	Tons.	Mens.	Ships.	Tons.	Mens.	Ships.	Tons.	Mens.
Russia -	1,531	317,618	14,098	579	67,947	5,273	1,223	235,648	11,615	247	56,576	2,668
Sweden -	47	7,608	362	211	42,692	1,559	56	9,574	450	185	31,566	1,399
Norway -	11	1,035	72	611	88,004	4,742	20	2,159	157	648	99,102	5,108
Denmark -	45	5,237	280	793	55,961	3,560	298	55,261	2,543	1,230	110,853	6,363
Prussia -	431	67,566	3,209	783	145,742	6,619	392	51,803	2,546	602	114,091	5,185
Germany -	667	134,950	7,637	847	59,872	3,707	715	140,098	8,009	922	64,110	4,061
Holland -	1,164	159,297	8,630	559	52,968	3,613	1,055	150,576	8,104	549	50,596	3,512
Belgium -	544	57,196	5,257	423	49,433	3,051	560	58,121	6,556	371	42,523	2,744
France -	2,226	229,550	18,559	1,976	131,073	13,269	2,286	221,701	20,040	1,814	136,741	12,546
Portugal, Proper	509	35,619	2,275	70	7,087	644	292	38,265	2,437	81	10,679	756
Azores	298	20,966	1,464	6	415	42	237	16,622	1,308	12	1,124	119
Madeira	15	2,943	163	—	—	—	26	5,446	298	—	—	—
Spain and the Balearic Islands -	458	49,258	3,612	73	8,178	587	294	34,983	2,594	58	8,628	574
Gibraltar -	31	5,376	179	1	100	6	23	2,348	127	4	602	38
Italy and the Italian Islands -	85	10,299	904	—	—	—	194	29,923	2,030	8	988	53
Malta -	438	66,423	3,550	45	10,165	550	333	52,151	2,949	47	9,755	582
Ionian Islands -	11	1,889	96	—	—	—	74	13,934	709	3	1,042	44
Turkey and Continental Greece -	71	9,550	527	—	—	—	40	6,578	362	2	590	26
Morocco and Greek Islands -	119	18,143	938	—	—	—	147	24,326	1,334	6	1,634	72
Egypt -	20	2,816	149	—	—	—	23	4,421	215	1	326	12
Tripoli, Barbary, and Morocco -	22	4,202	210	—	—	—	60	12,538	616	2	680	40
Coast of Africa, from Morocco to the Cape of Good Hope -	182	45,679	2,408	5	469	36	136	34,896	1,986	1	92	10
Eastern Coast, from the Cape of Good Hope to Babel Mandel -	28	4,758	270	—	—	—	62	14,699	822	—	—	—
Cape de Verd Islands -	—	—	—	—	—	—	2	317	18	—	—	—
St. Helena & Ascension -	—	—	—	—	—	—	7	1,631	87	—	—	—
Madagascar -	3	581	38	—	—	—	—	—	—	1	1,009	49
Isle of Bourbon -	—	—	—	—	—	—	—	—	—	—	—	—
Mauritius -	74	20,310	1,087	—	—	—	53	14,850	779	—	—	—
Arabia -	—	—	—	—	—	—	1	1,593	75	—	—	—
East India Company's Territories, Singapore, and Ceylon -	281	118,753	7,079	—	—	—	231	106,987	6,537	—	—	—
Sumatra -	1	279	17	—	—	—	—	—	—	—	—	—
Java -	4	1,569	84	1	389	21	8	2,718	143	1	259	15
Other Islands of the Indian Sea, exclusive of the Philippines -	—	—	—	—	—	—	1	264	32	—	—	—
Philippine Islands -	8	2,148	111	1	119	27	1	447	29	1	148	22
Ports of Siam -	1	316	15	—	—	—	—	—	—	—	—	—
China -	62	32,212	1,208	—	—	—	26	17,694	1,176	2	872	35
New Holland -	63	18,846	979	—	—	—	123	47,240	2,838	—	—	—
New Zealand and South Sea Islands -	2	427	28	—	—	—	—	—	—	—	—	—
British Northern Colonies -	1,985	631,427	26,079	—	—	—	1,656	508,448	22,792	—	—	—
British West Indies -	855	226,468	11,963	—	—	—	913	244,546	15,612	—	—	—
Hayti -	17	2,501	141	—	—	—	34	5,607	330	2	446	24
Cuba, and other Foreign West Indies -	49	9,880	505	19	4,113	199	78	16,266	855	30	8,065	386
United States -	209	81,023	3,257	602	275,813	10,276	260	110,475	4,573	624	284,848	11,141
Mexico -	44	7,291	435	—	—	—	38	6,126	381	—	—	—
Guatemala -	1	194	10	—	—	—	2	122	15	—	—	—
Colombia -	20	4,108	224	1	235	15	4	791	46	2	398	27
Brazil -	158	37,291	1,866	4	870	46	173	41,637	3,129	3	880	43
States of Rio de la Plata -	32	6,257	323	—	—	—	49	12,914	657	—	—	—
Chili -	41	9,367	512	8	1,959	100	22	4,675	278	2	524	24
Peru -	19	4,174	231	1	239	13	13	2,680	164	1	238	12
The Whale Fisheries -	71	33,454	2,777	—	—	—	61	20,108	2,535	—	—	—
Isles of Guernsey, Jersey, and Man -	2,419	131,130	11,694	22	2,059	123	2,302	113,252	10,566	—	—	—
Total -	15,155	2,617,166	146,319	7,345	1,003,940	56,778	14,567	2,547,227	148,632	7,461	1,036,738	57,971

SINGAPORE.

Statement of the Value of the Import and Export Trade of Singapore, with the undermentioned Prices, in the Years 1836-37 and 1837-38.

Countries.	Imports.		Exports.	
	1836-37.	1837-38.	1836-37.	1837-38.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Great Britain	1,780,426	1,652,457	1,180,853	970,592
Foreign Europe	58,056	9,516	34,034	70,488
United States	100,228	59,980	508,240	115,192
Rio de Janeiro	2,725		41,883	22,700
Mauritius	12,847	28,720	738,765	1,115,263
Calcutta	1,406,907	1,619,794	111,985	175,614
Madras and Ports in Cape Coast	279,556	379,403	469,658	233,805
Bombay	235,351	301,607	16,641	60,057
Arabia	2,220	35,361	289,372	445,795
Manilla	94,048	215,505	10,320	8,736
Ceylon	8,120	17,049	1,312,694	1,169,780
China	790,735	659,272	508,171	583,700
Java	892,961	1,037,157	106,618	115,504
Rio de Janeiro	148,294	184,282	350,872	324,782
Siam	225,969	381,516	105,538	95,671
Cochin China	94,918	70,908	174,934	293,593
Sumatra	260,981	321,890	406,295	314,228
E. S. Peninsula	425,300	368,777	24,494	27,406
W. S. Peninsula	32,140	44,031	226,045	317,463
Borneo	266,589	289,056	353,992	293,571
Neighbouring Islands, &c.	159,845	117,573	129,005	116,516
Bally	91,382	85,097	136,418	106,845
Celebes and other Eastern Islands	275,242	310,184		
Total Dollars	7,328,990	8,156,862	6,975,618	7,093,459
		7,598,990		6,975,618
		627,862		121,841

Eastern Ports trading with Singapore. — As every thing that relates to the trade of the East is now becoming of the first importance to commercial men, we make no apology for laying before the reader the following statements, taken from a late number of the *Singapore Free Press*, respecting the Eastern ports from which native ships arrive at Singapore. They are mostly all very imperfectly known even to residents at the settlement; and the names of some of them may now, perhaps, be learned for the first time by the English reader.

Commencing with ports to the northward, those in China, from which junks (which are included among the *native craft*) arrive here, are, CANTON, TEW-CHEW, CHUNG-LIM, and MACAO, in Canton province; AMOY and CHING-CHOW in Fokien; and SEANG-CHAI and NINGPO, large commercial cities, in Che-keang province. They come also from HAILAM or HAINAN, which is subject to Canton. The average number of these vessels (some of which are of large burden, 300 to 400 tons), is 30 arriving here annually. The cargoes they bring are, however, only chiefly intended for the consumption of the numerous Chinese who are settled in Dutch and English colonies in these parts, as well as in the native states, and are re-exported thence by smaller vessels, to places where they may be most required. The only articles they bring, in any way required by Europeans, are raw silks, nankeens, and teas. These vessels likewise convey a large number of emigrants from China every year, probably from 4,000 to 5,000, most of whom, however, proceed to other places soon after landing here.

The ports in Cochin-china and Cambodia, from which similar vessels arrive, are KANGKAO and LOKNOI, in Cambodia, and TUBON and SAIGON, in Cochin-china Proper. Adom or ANAM, from which many vessels report themselves to come, is but a general name for either Cochin-china or Tonquin. The average number of vessels arriving from these ports are 40 annually, bringing, principally, sugar, rice, oil, salt, and some other articles of minor importance. These vessels are usually smaller than the Chinese and Siamese junks.

BANKOK and CHANTIBUN are the only two ports in Siam of any note, and from these about 30 to 40 junks and topes arrive annually. They are manned and owned almost entirely by Chinese residing in Siam, and bring, chiefly, sugar, rice, oil, iron pans, stielac, gamboge, salt, indigo, paddy, tobacco, and sapanwood.

We have had too frequent occasion to notice the depredations and cruelties which every class of vessels from the places above mentioned have suffered at the hands of pirates every year, on their way to this port, which certainly contributes to check an increase of trade with the countries they come from.

The ports on the east coast of the Peninsula are SONGORA and CALANTAN, subject to Siam; and TRINGANU, KEMMAMAN and PAHANG, independent states. There are other ports on this coast, but of little note; namely, DOONGOON, ENDAU, PAKOH, SADELEE, and TELOBAN. The produce usually brought here by pucats and other craft from those first mentioned consists chiefly of tin, gold dust, pepper, Malay sarongs and trowsers, bees' wax, hides, elephants' teeth. Junks occasionally touch at these ports, and we sometimes have the produce of Siam and China brought here from them. The average number of craft arriving thence may be about 120 or 130 annually.

Proceeding to Borneo, we find a great variety of ports, from which vessels report themselves, of which the following is a list: — * BANJERMASIN, BALEMBANGAN, BURNAI, COTI, MEMPAWA, MATTAN, PONTIANAK, PASSIR, PEGGOTAN, SARAWAK, SAMBAS, SUCCADANA, *Bristel, Batulichen, Bunculan, Bintooloo, Calabak, Cot-ringin, Cooboo, Chinkoi, Kayong, Monterado, Mukah, Makio, Oyak, Pambuang Sadong, Sampit, Tekrang, and Tenak Darat*. Some of these are well known, others only by the names reported; the locality of the latter is also but little understood. Those with which trade is principally carried on are BURNAI or Borneo Proper, Banjarmasin, Pontianak, Sambas, Coti, Passir, Peggotan, and Sarawak. The productions commonly brought here from Borneo, in general, are, ratans, birds' nests, bees' wax, tortoiseshell, gold dust and diamonds, blche de mer, pearl and raw sago, camphor, rice and paddy, mother of pearl shells, garro and lakka woods, pepper, seaweed, mats, ebony and antimony ore. The number of boats arriving here annually from all the above places average about 150 or 160. The boats which come from the southern and eastern ports are commonly manned by Bugis, who seem to be the principal

* The places mentioned in this statement, of which the names are in capitals, are either well known to Europeans by long report or actual intercourse; while those in italics remain, so far as we have ascertained, not only unvisited by, but are only recently known by name to them: few or none of them earlier than the foundation of this settlement.

carriers in the Archipelago, and, next to the Chinese, are the most enterprising and industrious of the traders in these regions. They are considerably less tainted with piracy than the Malays.

CILEBES is the parent country of the Bugis, which name, though properly belonging only to one of the tribes on Celebes, is applied generally to all traders from that island, from the east and south-east coasts of Borneo, and from the islands to the southward and eastward of it. Of these tribes, by far the most considerable in point of improvement and numbers are the Bugis of Wajo or Tuwajo, a country near the centre of Celebes, and situated up the Bay of Boni. The ports in Celebes from which prahus arrive here are Bonirati, Bugis Paripari, Wajok, Bugis Pemana, Kallie, Macassar, Mandhar, and Sanggey. They usually bring sarongs — the produce of their own looms — ratans, wax, tortoiseshell, pearl shells, seaweed, biche de mer, coffee, birds' nests, sandal and bookoo woods, and other articles of minor importance. The number of vessels arriving here from the above places average about 50 or 60 annually.

The islands to the eastward and southward of Celebes, from which the Bugis bring cargoes to this port, are chiefly Bootoon, Enday or Flores, Selayer, Timor, Booroo, Lombok, Sumbawa, Amboyna, Ceram, and even from the Aroos and Papuan. The articles are the same as those from Celebes, with the addition of kayu-poteh oil, birds of paradise, and wild nutmegs. The vessels arriving from these places may average about 30 every year.

The island of Bali, or Bally, contains several ports, from which upwards of 50 prahus annually arrive here: the principal of these are Baling, Ball Badong, Sasak, Saliparang, and Ampanan; they bring rice, oil, hides, tobacco, sarongs, wax, birds' nests, and biche de mer. In this trade, we believe, the Bugis are likewise the principal carriers.

Returning westerly, we come to Java, from various well-known ports of which upwards of 60 native craft, independently of square-rigged vessels, annually frequent this harbour, bringing the productions of that valuable and fertile island, principally rice, sugar, tobacco, cachang or peas, tamarinds, hides, cubebs, Battic handkerchiefs and salendongs. We go next to SUMATRA, from the various ports on the east coast of which the greatest number of native craft frequenting this port arrive, amounting on an average to between 300 to 400 annually. The names of these ports are, Acheen, Apung, Assahan, Batu bara, Bukitatu, Billah, Ayeretan, Campar, Delli, Gawan, Indragiri, Jambie, Kitiman, Langkat, Lampung, Manda, Merba, Pulo Padang, Panai, Palembang, Rantow, Rittes, Siac, Subee, and Tabing Tingle. The greatest portion of boats come from Apung, Manda, Rantow, and Tabing Tingle, with raw sago. The next in number are those from Campar, Jambie, and Siac, bringing coffee, rice, wax, rattans, ivory, gold dust, benzoin, dragons' blood, lakka wood, and a few other articles. From Palembang come the lacquered basons and cerree boxes so much in request among natives; and the best ratan mats are made there. The coast near Siac furnishes in great abundance the *Trubo*, or fishroe, so universally used, and affords our principal supply of sago, which has now become an article of commerce at Singapore.

The names of the petty places on the west side of the Malayan Peninsula, opposite the Sumatra shore, between this and Penang, are — Batu Pahat, Benook, Beladong, Dooyong, Brooa, Muar, Padang, Pontian, and Panghie; while the principal ports, besides Malacca and her dependencies, are: — Perak, Salengore, Lingin, and Lookoot. From the former very few articles, and those only of trifling value, are brought here, consisting chiefly of fowls, cocoa nuts, paddy, fruit, &c.; but the other ports all furnish tin in large quantities, besides several other articles of less importance. The whole of this coast, however, bears a bad name for piracy. The number of prahus arriving here from all the places above named amounts to about 100 every year.

Of the neighbouring islands, Ruto is the one with which we carry on the most extensive and constant trade; the number of boats or rather trips of a regular set of Chinese boats, called *sampan pucats*, employed in the trade, being about 300 every year. They bring chiefly pepper and gambier, the produce of Bintang. From LINGIN, or LINGA, also, we have upwards of 70 or 80 boats arriving annually, bringing a great variety of useful produce, but principally pepper, tin, ratans, &c. BILLITON sends about 25 boats yearly, which bring biche de mer, seaweed, tortoiseshell, wax, &c.

BUNGORAN (or Great Natunas) and SEANTAN (or N. Anambas) are the next in importance, from which 30 or 40 vessels trade with this settlement. The other islands are — Pulo Awore, Benawang, Condore, Carimons, Majaja, (or S. Anambas), Pulo Laut, Laboo, Leboc, Meppar, Nongsa, Sarasan, Slinkip, Soobie, Tajam, Timblan, Timiang, Tingih, Trong, Carimata, Ungaran, and some others.

Piracy in the Eastern Seas. — We regret to have to state that piracy has been of late exceedingly frequent in the seas to the eastward of the Straits of Malacca, and even in the Straits themselves. It has always, it is true, prevailed to a less or greater extent in the Eastern Seas; but latterly the number of pirates has rapidly increased, and they have prosecuted their depredations with a boldness and success that require immediate attention. In so far as we can judge from the statements in the Singapore and Canton papers, we seem, to say the least of it, to have manifested the most singular indifference to the spread of this great and growing evil. In 1824, we bound ourselves by treaty with the Dutch to co-operate with them for the suppression of piracy in the Eastern Seas. It is affirmed that, until very recently, we did little or nothing towards the fulfilment of this engagement, though we are far more interested in the suppression of piracy than any other people. Hitherto the trade of Singapore has chiefly suffered from piratical attacks; but, besides waylaying the smaller junks and ships of the Chinese, Siamese, &c., the pirates, emboldened by impunity, have recently attacked some British ships in the Straits of Malacca, and have actually captured some ships in the seas more to the eastward, inflicting the most horrid barbarities on the unhappy passengers and crews. The *Andromache* ship of war destroyed in June, 1826, a nest of pirates; but, until the naval force in the seas in question be considerably strengthened, and, especially, till some armed steamboats be sent to the assistance of the other vessels, the nuisance will not be materially diminished, much less suppressed. It would really seem, from the little attention that the subject has attracted in this country, as if it were imagined that the trade of the Eastern Seas is of little or no value. But we are within the mark when we affirm, that from ten to twelve millions' worth of British property (including the trade between India and Canton) is annually conveyed through the Straits of Malacca, and the other Eastern Seas infested by pirates. The trade from England to China, already of vast importance, and increasing more rapidly perhaps, than any other department of our commerce, is wholly carried on through the channels referred to; and, as we do not hesitate to send powerful squadrons to secure far less valuable

interests in other quarters, it is not easy to see why we should not send some half-dozen steamers to protect this great and growing trade, as well as that which we carry on with the Philippine Islands, New South Wales, &c., from the depredations of a piratical banditti. Nothing but the employment of steamers will be able effectually to abate the evil of piracy. The infinite number of small islands in the Eastern Seas, the difficulty of their navigation, and our little acquaintance with any but the principal lines of intercourse, afford the greatest facilities for the escape of pirates from ordinary cruisers. But steam ships could follow them into their haunts; and the pirates would not be able to escape from them, as they frequently do from sailing vessels, by taking to their oars while their pursuers are becalmed. Except when defending our own shores, the navy is never so legitimately employed as in the defence and extension of commerce. Its protection is one of the most important duties which government has to discharge; and, considering the immense naval force at our disposal, it may well excite astonishment that piracy in the Eastern Seas — one of the great highways by which commerce is carried on — should have been allowed to attain to such a magnitude, and that the reiterated complaints of the merchants and others, who have suffered by its prevalence, should have been so little attended to. A very little outlay on the part of government might make, in so far at least as piracy is concerned, the navigation of the Eastern Seas quite as safe as that of the Channel; and the advantages thence resulting to our trade would, in a very short period, far more than countervail the little sacrifice required at the outset.

Besides putting down piracy in the Eastern Seas, government should take the necessary measures for obtaining accurate information with respect to them, and the ports and countries to which they afford access. We know *very little* indeed of many, or rather, we should say, of most, of the islands to the east of Malacca; and yet several of them are of great extent, and they all abound in valuable products; and might, it is probable, were we better acquainted with their ports and capabilities, furnish the means of carrying on an extensive and advantageous commerce. Had utility been at all attended to in such matters, the exploration of New Guinea, and of the seas and numberless islands in its vicinity, would have taken precedence of many late expeditions.

The following paragraph, taken from the *Canton Repository* for March, 1836, corroborates what has been now stated:—

"The value of the trade which annually passes through the Chinese Sea, and the number of persons employed in it, present a striking contrast to the paucity of the means of protection afforded us from our 'father-lands.' The number of British vessels that arrived in China during 1834 was 156. The total of British trade for the year 1833-34, opium included, was about 46,933,586 dollars; and that for 1834-35 was still greater. The number of American vessels which arrived in China during 1833-34 was 50, and the total of the trade is estimated at 19,775,003 dollars; the number of vessels, and total of imports and exports for 1834-35, were nearly the same amount. The number of Dutch vessels that come to this port we cannot state; but the total of the Netherlands trade with China, in 1829-30, was 8,026,343 dollars. Besides these, there is also a considerable amount of Portuguese, Spanish, French, Hamburg, Danish, and Swedish trade annually. The trade of Manilla, already amounting to several millions, is on the increase. The number of square-rigged vessels that imported to Singapore during 1834-35 was 517, which exceeded any former year; that of native craft was 1484, which is less than in either of the two preceding years. The number of Dutch, foreign, and native vessels which cleared from Java in 1833 was 1720, with a tonnage of 199,195 tons.

"While such is the annual amount of trade carried on in these seas, employing in the foreign vessels more than 10,000 seamen, what care have our governments shown for its protection? *Not one of his Britannic Majesty's ships is stationed in the Chinese Sea; not one is yet stationed even at Singapore, though an occasional visitor makes a sweep among the pirates.* The Americans have done nothing here since the bloody affair of Quallah Batoo; it is said, however, that these seas are henceforth to be one of the stations for the American navy. A wide range, indeed, will two or three small men-of-war have from the Cape of Good Hope to Japan! The Portuguese here, we understand, have no naval armament whatever. It is long since a French man-of-war has visited these seas. The Spaniards at Manilla have a number of small craft called pontines, for the destruction of the piratical Malays who infest the sea to the southward of Luconia. These are characterised by a writer in a late number of the *Canton Free Press* as particularly successful in the capture of shells and turtles, but most inefficient in the destruction of the pirates. The Dutch alone have done anything effectual towards the suppression, and their activity in this respect is worthy of all praise. In Java, and generally in all places contiguous to their possessions, they have either suppressed or greatly checked piracy; and, were it not the tendency of their severe and restricted government to make as many outlaws as they destroy, no deduction need be made from their praise. They alone have systematically attempted to put down lawless misrule in these seas, and make them, what the Creator designed them to be, the highway of nations."

SLATE. — Slate and chalk laden on board any ship or vessel bound for foreign parts shall be deemed ballast; and all such ships or vessels having on board only slate, or slate and chalk, shall be deemed to be departing in ballast; and if, on the return of any such ship or vessel, any slates or chalk be remaining on board, they shall be deemed to be her ballast. — (4 & 5 Will. 4. c. 89. § 3.)

New Uses of Slate.—Slate is now generally used in framing the tops of billiard tables. The size of each slate is 6 feet 14 inch by 3 feet, and 1 inch thick; 4 of these make a table top, 12 feet by 6 feet, clear of the cushions. The first slate billiard table was made in 1834, and 500 have been made in London down to December, 1836, many of which have been exported to the East Indies and America: the price of each table top is about 13*l*.

Slate is likely to be largely consumed in the shape of blocks for railways; a piece of slate $\frac{3}{4}$ inches thick being found to be as strong as a piece of stone 1 foot thick. A piece of slate 2 feet 6 inches by 2 feet and 2 inches thick, bore the pressure of 20 tons, and broke with 25 tons; and a piece of the same length and breadth, but $\frac{3}{4}$ inches thick, bore 35 tons, and broke with 40 tons. The experiments were made by placing the slate blocks against a bearing of 3 inches at each end, leaving a clear hollow space of 2 feet between the bearings, and applying the piston of a hydrostatic press, $\frac{9}{16}$ inches diameter, to the centre.

SLAVES.

Distribution of Slave Compensation.—The Commissioners for the apportionment of the sum of 20,000,000*l.* granted by parliament as compensation to slave owners, under the act 3 & 4 Will. 4. cap. 73., have issued the following table. It shows the average value of a slave in each colony; the number of slaves in each by the last registration; the total value of the slaves, supposing the annual value of each were realised; and the proportion of the 20,000,000*l.* to which each colony is entitled.

Colony.	Average Value of a Slave from 1822 to 1850.	Number of Slaves by the last Registration in this Country	Relative Value of the Slaves.			Proportion of the 20,000,000 <i>l.</i> to which each Colony is entitled.		
			<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
Bermuda	27 4 11½	4,903	114,527	7	5½	50,584	7	04 41
Bahamas	29 18 9½	9,705	280,373	15	2½	128,340	7	53 47
Jamaica	44 15 2½	311,692	13,951,139	2	3	6,161,927	5	10½ 58
Honduras	120 4 7½	1,920	230,844	0	0	101,958	19	71 92
Virgin Islands	31 16 1½	6,192	165,143	9	2	72,940	8	54 76
Antigua	32 12 10	29,537	964,198	0	10½	425,566	7	04 13
Montserrat	36 17 10½	6,555	231,466	8	0½	105,538	18	5 58
Nevis	39 3 11½	8,722	341,835	6	3½	151,007	2	11½ 35
St. Christopher's	32 6 10½	20,690	730,840	7	1	331,630	10	74 82
Dominica	43 8 7½	14,584	624,715	2	7	275,923	12	59 30
Barbades	47 1 5½	82,807	3,897,276	19	0½	1,721,545	19	7 87
Grenada	59 6 0	25,536	1,395,684	16	0	616,444	17	7 03
St. Vincent's	38 6 8	29,997	1,541,491	13	4	695,508	18	03 35
Tobago	45 12 0½	11,621	529,941	16	2½	234,064	4	11½ 55
St. Lucia	56 18 7	15,348	739,890	10	4	335,627	13	11½ 19
Trinidad	105 4 5½	22,539	2,532,635	18	0½	1,039,119	1	31 11
British Guiana	114 11 2½	84,915	9,729,047	13	5½	4,297,117	10	64 30
Cape of Good Hope	73 9 11	38,427	2,824,224	7	9	1,247,401	0	74 76
Mauritius	69 14 3	68,613	4,785,183	15	3	2,112,632	10	11½ 06
						Deficient fractions '08		
		780,993	45,281,738	15	10½	20,000,000	0	0

SMUGGLING.—The 85th clause in the act 3 & 4 Will. 4. c. 53., for the prevention of smuggling (*Dict.* p. 1061.), authorising justices to sentence seafaring men, convicted of smuggling, to serve in the navy for 5 years, has been repealed. Persons convicted of such offences are now to be committed to the house of correction, to hard labour, for not less than 6 months for the first offence, 9 for the second, and 12 for the third. — (4 & 5 Will. 4. c. 13. § 2.)

Boats used in fishing on the coasts of Scotland are not required to have licences. — (6 & 7 Will. 4. c. 60. § 8.)

Magistrates are authorised to commit offenders convicted of offences against the customs' laws to the nearest house of correction. — (§ 9.)

SOUND.

Return of the Number of Vessels which passed the Sound and cleared at Elsinore, in 1833, 1834, 1835, 1836, and 1837; distinguishing the Countries to which they belonged, and stating their Tonnage for 1837.

Flags.	Ships, 1833.	Ships, 1834.	Ships, 1835.	Ships, 1836.	Ships, 1837.	Tonnage in 1837.
British	3,192	2,756	2,472	3,194	3,417	655,447
Hanoverian	314	386	386	416	477	60,572
Danish	826	759	752	920	1,113	110,256
Swedish	1,069	936	991	963	1,058	111,090
Norwegian	1,461	1,436	1,357	1,447	1,843	186,143
Prussian	2,089	1,527	1,938	2,392	2,319	475,325
Russian	530	551	625	664	721	156,437
Dutch	370	681	654	663	847	101,640
Belgian	3	13	16	6	43	5,920
Mecklenburg	554	585	583	740	780	90,920
Hamburg	44	26	21	27	38	5,168
Bremen	53	49	43	49	40	4,865
American	166	158	136	133	104	26,250
Portuguese	4			3	4	624
French	124	115	146	105	130	20,981
Italian States	10	32	21	26	26	3,276
Spanish	19	18	7	19	14	2,580
Oldenburg	66	35	46	60	55	6,770
Lubeck	91	82	71	94	93	9,052
Totals	10,985	10,605	10,255	11,921	13,102	2,033,706

SPELTER.—The exportation of spelter or zinc from Europe to India, which began in 1821, produced an extent of speculation, and a fluctuation of price, that could hardly have been conceived possible. — Subjoined is an account of the

Quantity, Value, and Selling Price of the Spelter Imported into Calcutta, from all Parts, from the year 1820—31.

Years.	Quantity Imported.	Value.	Average Price per Fy. Mds.	Years.	Quantity Imported.	Value.	Average Price per Fy. Mds.
1820-21	<i>Bas. Mds.</i> Nil	<i>Ss. Rs.</i> Nil	<i>Cur. Rs.</i> 25 7	1827-28	<i>Bas. Mds.</i> 185,634	<i>Ss. Rs.</i> 1,175,614	<i>Cur. Rs.</i> 9 3
1821-22	22,636	225,360	25 7	1828-29	155,451	711,317	7 2
1822-23	46,023	510,467	20 10	1829-30	99,795	487,287	6 1
1823-24	94,873	1,412,336	15 10	1830-31	74,416	363,308	5 10
1824-25	190,900	1,986,790	13 8	1831-32	64,334	299,583	5 8
1825-26	130,580	1,195,946	19 15	1832-33	50,710	180,948	
1826-27	188,670	1,328,738	10 13	1833-34	34,941	96,512	

This table shows the extraordinary extent to which speculation had operated on this article. The excess of imports from 1824-25 to 1828-29 was such, that recently the trade may be said to have been altogether extinct; the supplies that were carried out during the 5 years ending with 1834-35 being intended rather to serve as dead weight than as a merchantable article. The stock in the India market has now, however, been so much reduced, that a considerable rise of prices may, at no distant period, be fairly anticipated. (*Bell's Comparative View of the Commerce of Bengal* for 1830-31, and 1831-32, p. 6; and for 1832-33, and 1833-34, p. 21.)

SPIRITS.—The reader will find, in the body of this work (art. SPIRITS, p. 1075.) a statement of the smuggling and other pernicious consequences resulting in Ireland from the oppressive duties laid on spirits previously to 1823; of the good effects of the reduction of the duty to 2s. 10d. the imperial gallon in that year; and of the influence which the addition of 6d. to the duty in 1831 had in reviving that illicit distillation, the preceding reduction had gone far to put down. The view we took of the necessity of making a fresh reduction of the duty was approved and strongly recommended by the Commissioners of Excise Inquiry; and has, we are glad to say, been acted on by government; the act 4 & 5 Will. 4. c. 75. having reduced the duty on British spirits, entered for home consumption in Ireland, to 2s. 4d. a gallon.

It was contended, when this measure was before parliament, that the reduction should be extended to all parts of the empire; and that, by confining it to spirits used in Ireland, a new temptation would be created to smuggle from that country into England and Scotland. This no doubt will be, in some degree, the case; and we hope that no long period will be allowed to elapse till the measure be generalised. We do not, however, think that there is much probability of its giving birth to any considerable amount of smuggling; and it is not to be denied that the reduction was much more urgently required in Ireland than any where else. Scotch whiskey carried to Ireland is admitted for consumption at the low duty.

Spirit Licences.—The act 4 & 5 Will. 4. c. 75. made certain additions to the duties on spirit licences; but these have been repealed by the act 6 & 7 Will. 4. c. 72; and the spirit licences are now the same as those dated in the Dict., p. 756.

SPIRITS AND WINE (CONSUMPTION OF).

Account of the Number of Gallons of Foreign and Colonial Spirits upon which Duty was charged in the United Kingdom since the Year 1832; with the Amount of Duty received thereon; also, a similar Account of Home-made Spirits and of Foreign Wine.

Years.	Foreign and Colonial Spirits.				Home-made Spirits.	Total of Spirits.	Foreign Wine of all Sorts.
	Brandy.	Geneva.	Rum.	Total.			
1832	<i>Gallons.</i> 1,601,662	<i>Gallons.</i> 22,301	<i>Gallons.</i> 3,437,817	<i>Gallons.</i> 5,161,780	<i>Gallons.</i> 21,546,753	<i>Gallons.</i> 26,508,533	<i>Gallons.</i> 6,178,328
1833	1,357,381	20,986	3,492,765	4,871,132	21,874,455	26,745,587	6,421,631
1834	1,398,751	21,699	3,343,666	4,766,116	22,397,760	26,163,876	6,714,531
1835	1,315,071	19,703	3,417,689	4,752,463	24,710,306	29,468,654	6,640,533
1836	1,327,960	20,006	3,225,068	4,603,034	26,745,300	31,348,334	7,036,948
1837	1,209,107	18,161	3,262,702	4,789,960	24,493,539	29,283,499	6,562,973
Rate	22s. 6d. per Gallon.	22s. 6d. per Gallon.	9s. per Gall.		Rate of Duty on Home-made Spirits. In England 7s. 6d. & 7s. Gall. Scotland 2s. 4d. — Ireland 5s. 4d. until Sept., 1834, when 2s. 4d.		

Account of the Number of Proof Gallons of Rum, Brandy, Geneva, and all other Foreign and British Spirits, that paid Duty in England, Scotland, and Ireland respectively, during 1837; with the Total Number of Gallons that paid Duty in the United Kingdom, and the Total Duty in the above Year. (*Parl. Paper*, No. 323, Sess. 1838.)

	England.		Scotland.		Ireland.		United Kingdom.	
	Number of Gallons.	Net Amount of Duty.	Number of Gallons.	Net Amount of Duty.	Number of Gallons.	Net Amount of Duty.	Number of Gallons.	Net Amount of Duty.
Rum	5,079,778	1,385,910	83,801	87,780	20,673	9,899	5,184,255	1,432,999
Brandy	1,160,608	1,506,573	31,161	35,026	16,877	18,987	1,208,646	1,559,615
Geneva	11,308	15,468	4,833	5,439	1,441	1,622	18,582	20,529
Other Foreign Spirits	11,802	9,213	1,140	809	588	583	15,530	10,403
Total of Foreign Spirits	4,264,146	2,714,163	120,940	79,044	39,579	30,291	4,494,465	2,823,478
Spirits of the Manufacture of the United Kingdom	7,138,869	2,674,900	6,124,035	1,020,570	11,235,635	1,310,765	24,498,559	5,006,323
Ditto of Guernsey or Jersey	25,048	9,390	51	9	-	-	25,099	9,599
Spirits of all kinds	11,423,063	5,398,453	6,245,026	1,099,603	11,275,014	1,341,066	28,943,105	7,839,112

STARCH. — The injurious influence of the duty on starch, the nett produce of which, in 1833, was only 91,517*l.* 18*s.* 2½*d.*, was most ably exposed, and its abolition strongly recommended, by the Commissioners of Excise Inquiry, and we are glad to have to add that, agreeably to that recommendation, the duty has been abolished. — (4 & 5 *Will.* 4. c. 77.)

STEAM VESSELS. —

An Account of the Number and Tonnage of Steam Vessels belonging to the British Empire in the Year 1837, distinguishing British Possessions in Europe from the British Plantations.

England.		Scotland.		Ireland.		United Kingdom.		Isles of Guernsey Jersey & Man.		British Plantations.		Total.	
Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
492	37,940	109	13,368	87	18,437	618	69,045	6	832	44	8,411	668	78,288

Steam Engines and Steam Vessels, &c. of the United States. — We believe we shall be doing an acceptable service to the bulk of our readers by laying before them the following extracts from a letter by the Secretary to the Treasury of the United States, prepared in pursuance of a resolution of the House of Representatives, of the 20th of June, 1838. It communicates many interesting particulars with respect to the employment of steam engines and steam vessels in the United States, and the accidents that have happened to the latter.

Number of Steamboats, Locomotives, and other Steam Engines in the United States. — “The whole number of steam engines, of every kind, in the United States, reckoning one to each boat, is estimated to be 3,010. Of these, 2,653 have been ascertained, and 357 are estimated, in places from which the returns are either defective or not received at all. Of this whole number, about 800 are supposed to be employed in steamboats, of which 700 are ascertained, and 100 estimated. About 350 are employed in locomotives upon railroads. Of these, 337 are ascertained, and 13 estimated. The residue, being 1,860, are used in manufactories of various kinds. Of these, 1,616 are ascertained, and 244 estimated.”

Number of Accidents to Steam Engines. — “The number of accidents occasioning loss of life or much injury to property, which have occurred in the use of steam engines of every kind in the United States, is computed to have been about 260. Of these, 253 are ascertained, and the rest are estimated. Such accidents, by explosions and other disasters to steamboats, appear to have constituted a great portion of the whole, and are supposed to have equalled 230, of which 215 are ascertained. The first of these is believed to have occurred in the Washington, on the Ohio river, in 1816.

“Since the employment of steamboats in the United States, it is computed that quite 1,300 have been built here. Of these, about 260 have been lost by various accidents, as many as 240 worn out, and the rest are now running.

“The first steamboat used for practical purposes here, (or indeed in any part of the world,) was in 1807, on the Hudson River, in the State of New York. She was built by Fulton, called the North River, with an engine of only 18-horse power, and made the passage between Albany and New York in thirty-three hours. Though with a steam engine, manufactured abroad by Boulton and Watt, yet no boat was launched in Europe, that proved successful in practice, till five years after, by Mr. Bell, at Glasgow, in 1812. At that time, the Car of Neptune, built in 1808, the Paragon, in 1811, and the Richmond, in 1812, were all, in addition to the boat first built, running from New York. Rumney is known to have made experiments on a small scale as to steamboats, in Virginia, as early as 1787; but they were not reduced to any practical use. Both he and Fitch commenced trials in this country as early as 1783 and 1784, and Oliver Evans, in 1785 and 1786. They had been preceded in France, in 1762, by the Marquis d’Jeauffrey; and the idea of applying steam in boats had been suggested in England as early as 1736, by Jonathan Hulls.

“The whole number of steamboats ascertained and estimated to be now in this country, is 800. In England, in 1836, the whole number is computed to have been 600. On the Western and South-western waters alone, near 400 are now supposed to be running, where none were used till 1811, and where, in 1834, the number was computed to be only 234. Of these 400, about 141 are estimated. On the Ohio river alone, in 1837, about 413 different steamboats are reported to have passed through the Louisville and Portland Canal, besides all below and above, which never passed through. But it deserves notice, that of those 413, near 60 went out of use by accidents, decay, &c., within that year; and several of the others, viz., 104, were new, and many of them probably were destined to run on other rivers. As an illustration of the rapid increase of business in steamboats on the Ohio, the number of passages by them

through the Louisville canal increased from 406, in 1831, to 1,501, in 1837, or nearly fourfold in six years. About 70 boats were running the present year on the North-western lakes, where a few years since the number was very small, having been in 1835 only 25. Of the 800 steamboats now in the United States, the greatest number ascertained to be in any State is 140, in the State of New York.

"It is a matter of surprise that so few of these are sea-going vessels, considering that the first steamboat which ever crossed the Atlantic was built in New York, so long ago as 1819, and went from Savannah (the place after which she was called) to Liverpool in 26 days; and, that the Robert Fulton, as early as 1822, made several trips to New Orleans and Havanna. A similar remark applies to the circumstance that only one of the whole number is a public vessel of war, when the first steam vessel of that kind ever launched was the Fulton, and was built in this country, so long ago as 1815. The Government of the United States never owned but two steam vessels of war—both called the "Fulton." The first was lost, by accident, in 1829; and now there is only the other, before alluded to, built in 1838. It has, however, 13 other steam vessels, employed in the war department, on the public works, and in the transportation of troops and stores.

"Of the whole number of locomotives in the United States propelled by steam, being about 350, the most which have been ascertained in any State is 96; in the State of Pennsylvania.

"None of them were introduced here till 1831, though they now run on nearly 1,500 miles of railroad. The first, it is believed, was in the State of Delaware, on the New-castle railroad; the second, in Maryland, on the Baltimore and Ohio railroad; and the third, between New Orleans and Lake Pontchartrain, in the State of Louisiana. They had been tried in this country, by Oliver Evans, as early as 1804, and in England as early as 1805; but not reduced to useful practice in the latter till 1811, for freight, and in 1830 for passengers and speed. One succeeded on a common road, from London to Bath, in 1829. Of the whole number of other steam machines in the United States, (being about 1,860) the State of Pennsylvania has the most, being 383. The number in some States is not accurately ascertained; but near 300 are ascertained and computed to exist in Louisiana alone. The introduction of them here, and especially with the high pressure machinery, was much promoted by Oliver Evans, about 1804. The first of them in use in the United States was put up in 1787, in the State of New Jersey, for raising water and earth from mines. The next were about 1791, in a cotton-factory at Kensington, near Philadelphia; and soon after in saw-mills, and iron slitting and rolling mills, at Pittsburgh. The power has been known in England to be applicable to mechanical uses since the experiments of the Marquis of Worcester, in 1663. It is said by some that he was preceded in France (and a pamphlet published on the subject as early as 1615,) by Solomon de Caus. But the views of the latter, like many who preceded him in the knowledge of steam as a moving power, are supposed to have been rather theoretical than practical. Several machines were made in England as early as 1720; and Watt's first patent was taken out, for improvements in them, as early as 1769. But they were not, even there, very extensively and successfully applied to mills and manufactories, till 1785, though 18 large engines were employed in the mines of Cornwall as early as 1770; and a flour-mill, with 20 pairs of stones, was moved by steam in London in 1784.

"The greatest employment of these in the South is in the sugar manufacture, and in cleaning and pressing cotton; in the West, in grist and saw mills, and in various manufactures of iron machinery and tools; and in the East, in mills, in printing, in cotton manufactories, and the public works at navy yards and armories.

"The government of the United States owns 17 of these; they being employed at their navy yards, to empty docks, saw timber, &c.; and at some arsenals and armories, in manufacturing arms.

"The tonnage of all the steamboats in the United States is computed to exceed 155,473. Of this, 137,473 is in boats ascertained or reported. By the official returns, the whole tonnage would now, probably, equal near 160,000 tons, having been in 1837, equal to 153,660. Many boats included in those returns have been lost or worn out, and several new ones built since. In England, the tonnage is estimated to have been 67,969 in 1836. The tonnage of each boat here averages about 200; and the estimates, where the returns have been defective, were made on that basis. The power employed in all the steam engines in the United States is ascertained and estimated at 100,318 horse-power: of this, 12,140 only is in engines estimated and not returned. In the aggregate, all this new mechanical force would be equal to the power of 601,808 men. Of this force, 57,019 horse-power is computed to be in steamboats; 6,980 in railroads; and the rest, being 36,319, in other engines. This averages about 70 horse-power to each boat, or one horse to between two and three tons, and less than 20 horse-power to

each of the other engines. It is a striking fact, that the steam-power employed in standing engines, is equal to about two-thirds of all that is used in steamboats. The largest boat in the United States is supposed to be the *Natchez*, of 860 tons, and near 300 horse-power, destined to run between New York and Mississippi; the *Illinois*, and the *Madison*, on Lake Erie, are the next in size, the former being 755, and the latter 700 tons; the *Massachusetts*, in Long Island Sound, is the next largest, being 626 tons; and the *Buffalo*, on Lake Erie, next, being of 613 tons. The largest boats passing Louisville, in 1837, were, the *Uncle Sam*, of 447 tons, and the *Mogul*, of 414 tons; though below Louisville, the *Mediterranean*, of 490 tons, and the *North America*, of 445 tons, on the Ohio, and the *St. Louis*, of 550 tons, on the Mississippi, are running. The greatest loss of life well authenticated on any one occasion in a steamboat, appears to have been by collision, and consequent sinking, in the case of the *Monmouth*, in 1837, on the Mississippi, by which 300 lives were lost. The next greatest were by explosions: of the *Oronoka*, in 1838, on the same river, by which 130, or more, lives were lost; and of the *Moselle*, at Cincinnati, Ohio, by which 100 to 120 persons were destroyed. The greatest injury to life by accidents to boats from snags and sawyers appears to have been 13 lost, in 1834, in the case of the *St. Louis*, on the Mississippi river. The greatest by shipwreck, was in the case of the *Home*, in 1837, on the coast of North Carolina, where 100 persons were lost. The greatest by fire, happened in the *Ben Sherrod*, on the Mississippi river, in 1837, when near 130 perished. The number of steamboats built in the United States in 1834, was 88; but in 1837, it was 184; or, had increased over 200 per cent. in three years. The places where the greatest number of steamboats, and other steam machines, appear to have been constructed in this country, are Pittsburgh, Cincinnati, and Louisville, on the Western waters; and New York, Philadelphia, and Baltimore, on the Atlantic. At Louisville alone, from 1819 to 1838, there appears to have been built 244 steam engines; of which 62 were for boats. The fuel originally used in steamboats in the United States, was wood; but, of late years, bituminous coal has, in many instances, been substituted; and, in several, anthracite coal. The latter, from the small space it occupies, would seem to possess a decided advantage, in sea-going vessels, as well as in locomotives.

"Some steamboats, made of iron, are believed to be in use in Georgia, if not in other parts of this country, though none of that material have been manufactured here; but it is computed that their cost is less than those of wood, and, as they draw less water with the same freight, they are more useful on shallow streams."

STETTIN, a city of Prussia, on the left bank of the Oder, about 36 miles from its mouth, in lat. 53° 23' 20" N., long. 14° 33' E. It is well built, strongly fortified, and has a population, exclusive of troops, of 30,000.

Stettin is the seat of an extensive and growing commerce; and is now, indeed, the principal port of importation in Prussia. She owes this distinction mainly to her situation. The Oder, which flows through the centre of the Prussian dominions, is navigable as far as Ratibor, near the extreme southern boundary of Prussian Silesia; and is united, by means of canals, with the Vistula, the Elbe, the Spree, &c. Stettin is, consequently, the principal emporium of some very extensive and flourishing countries; and is not only the port of Frankfort-on-the-Oder, Breslaw, &c., but also of Berlin. Hence, at the proper seasons, its wharfs are crowded with lighters that bring down the produce of the different countries traversed by the river, and bring back colonial products, and other articles of foreign growth and manufacture. Vessels of considerable burden, or those drawing above 7 or 8 feet water, load and unload, by means of lighters, at the mouth of the river, at Swinemunde, the out-port of Stettin, on the east coast of the isle of Usedom, in lat. 53° 55' N., long. 14° 15' 15" E. Formerly there were not more than 7 feet water over the bar adjacent to Swinemunde; but the harbour of the latter has recently been so much improved, by the construction of piers and breakwaters, dredging, &c., that it is now the best on the Prussian coast, and admits vessels drawing from 18 to 19 feet water. A lighthouse has been erected at the extremity of the eastern pier. Stettin is a free port; that is, a port into and from which all sorts of goods may be imported and re-exported free of duty. If goods brought through the Sound be imported at Stettin, and entered for home consumption in the Prussian states, they are charged with 24 per cent. less duty than if they had been imported through any other channel. This is intended to reimburse the merchant for the Sound duties, and to encourage importation by this direct route in preference to that carried on through Hamburg and Embden. There is a great wool fair in the month of June each year.

Monies, Weights, and Measures, same as at Dantzic, which see. The Bank of Berlin has a branch at Stettin, and there is also an insurance office.

Imports and Exports.—The principal articles of import at Stettin are sugar, coffee, dye-woods, wine, iron, and hardware, oil, tallow, cotton and cotton goods, herrings, spirits, linseed, coal, salt, &c. The principal exports are linen, timber and staves, corn, wool, zinc, bottles and glass, bones, manganese, fruit, &c.

In 1835, among other articles, there were imported 32,863 tons raw sugar, 25,447 do. clayed sugar, 32,503 do. molasses, 1,396 barrels coffee, 12,895 tons olive oil, 11,493 do. hempseed oil, 5,415 do. palm oil, 129,522 quintals dye-woods, 112,559 barrels herrings, 119,550 casks wine, 17,535 quintals iron, 68,757 do. tallow, 47,966 do. potash, 7,586 do. copper, &c. Among the exports in the same year, exclusive of linens, &c., were 1,620 quintals of wool, 4,752 lasts corn, 1,636 do. oak staves, 3,226 do. waincoat, 17,215 pieces of wood for building, 5,044 lasts of wood for ship-building, 74,192 quintals of zinc, 1,826 do. glass, 4,855 do. manganese, 58,880 do. bones, 36,016 do. oil-cakes, 66,577 bottles, &c. The wheat shipped from Stettin is mostly red, and of very fine quality. The barley is also very good. The oak staves are believed to be equal, or perhaps superior, to any from any other port of the Baltic.

Account of charges incurred by a British ship, of about 200 tons burden, at Swinemunde and Stettin:—

	Rixd.	S. gr.	Fl.
<i>Stettin.</i> —Pilotage and fee	8		
Town dues and clearances	6	28	
Port rates	1	20	
Muster roll	2	27	6
Brokerage and charter party	5	20	
Broker's commission	18	22	
Measuring	8		
<i>Swinemunde.</i> —Port charges, inwards	34	12	8
Port charges, outwards	34	12	8
Harbour dues	14	21	3
Commission	16		
Prussian dollars, or about 100 Spanish dollars	151	14	

Navigation.—Stettin is the principal shipping port in the Prussian dominions. In 1854, there belonged to it 229 ships, of the burden of 24,299 lasts, being about a third part of the shipping belonging to Prussia.

Account of the Arrivals and Departure of Shipping at Swinemünde, the Out-port of Stettin, in 1854.

Flags.	Arr.	Total Ships.	Lasts.	Whereof		
				Laden.	Ships.	In Bal- last.
Prussian	Arr. 521	40,987	394	28,892	187	12,095
	Dep. 545	41,804	405	36,791	50	5,013
Danish	Arr. 87	5,314	63	2,561	24	1,355
	Dep. 85	5,460	49	2,538	36	1,352
Mecklenburg	Arr. 6	425	3	507	3	116
	Dep. 6	690	6	542	2	148
Hanse Towns	Arr. 9	879	5	387	4	492
	Dep. 9	869	5	869		
Russian	Arr. 2	351	2	351		
	Dep. 2	351	1	134	1	197
Swedish	Arr. 15	862	13	862		
	Dep. 15	904	29	236	12	718
Norwegian	Arr. 95	1,143	25	1,143		
	Dep. 26	1,196	11	601	15	595
British	Arr. 50	4,866	47	4,538	3	328
	Dep. 50	4,866	48	3,734	3	1,132
Hanoverian	Arr. 31	1,337	18	780	13	557
	Dep. 30	1,313	29	1,290	1	23
Oldenburgh	Arr. 16	621	12	473	4	158
	Dep. 18	403	11	421	2	82
French	Arr. 1	48	1	48		
	Dep. 1	48	1	48		
Netherlands	Arr. 52	2,558	1	1,032	31	1,526
	Dep. 52	2,650	52	2,650		
Italian	Arr. 6	703	6	703		
	Dep. 6	703	5	598	1	105
Totals	Arr. 817	58,702	608	42,077	209	16,625
	Dep. 842	59,807	714	50,472	128	9,335

Port Regulations.—All vessels are prohibited entering Swinemünde, unless forced by stress of weather, without previously having-10 for, and receiving, a pilot on board. But when compelled to enter without a pilot, the master is to observe the signals made from the lighthouse on the eastern pier, and to shape his course accordingly. If no flag be hoisted on the lighthouse, nor signal made, the port cannot be entered, and the master must either anchor in the roads or stand out to sea. After the pilot has been received on board, the master is bound, in all cases, to conform to his directions. Within 24 hours after arrival, the master must deliver to the custom-house an account of the species and quantity of each article on board; and he is subjected to a heavy fine if this account should turn out to be incorrect. He is to be guided by the instructions given him as to discharging his cargo, loading, &c. No gunpowder is to be kept on board, nor any inflammable matter boiled in the ship. All ships proceeding from Swinemünde to Stettin must have pilots. The master must produce at the police-office the muster-roll of the crew, and the passports of the passengers, if there be any on board. The latter are bound to go with him to the police, and the crew, if desired. All presents to pilots and custom-house officers are strictly prohibited. Vessels directed to perform quarantine must immediately hoist the yellow flag; and on no account quit their assigned berth. The master is responsible for the conduct of the crew; and if any of them be discharged or remain on shore, he must give notice thereof to the police.

The following regulations apply to all the Prussian ports:—
Notification to Captains of Ships respecting Importation and Exportation by Sea in the Prussian Dominions:—

As soon as a ship arrives in the road, and has complied with the police regulations of the port (which are communicated to her), the captain repairs to the custom-house, and delivers a complete list or manifest of cargo. This list bears the title of a chief declaration, or manifest, and, in preparing it, the following conditions are to be observed:—

If the whole cargo be not destined for the port, that part which is to proceed further with the ship is to be placed under a distinct division.

The goods accompanied with bills of lading are entered in rotation after each other for every bill of lading.

The account (or statement) is made out in kind and quantity, agreeable to those measures and divisions adopted in the tariff for the payment of duties.

Excepting therefrom various articles conveyed in an un-packed state, the following measures are valid:—

For beer in casks, tuns of 100 Pruss. quarts.
For wines, brandy, and vinegar in casks, (cismers) of 60 Prussian quarts.

For herrings, barrels.
For burnt chalk, tuns of 4 Pruss. bushels.

For all other packed articles, quintals of 110 pounds gross weight.

If there be a number of packages of similar articles, and each package contain an equal quantity of them, to be entered summarily, according to their number and size; and a general statement of the contents will suffice.

If the contents of the packages be different, then the contents of each must be specified.

The luggage of the passengers must be marked as such in the report. If it consist of general travelling luggage, it will be enough to state the particular boxes or parcels; but if it consist of goods, then must these be stated, according to number and kind.

The individual property of the captain, with the exception of the provisions, is stated like other tradesmen's property, with omission of the declaration of a receiver; and it is also stated in the declaration what articles remain out of the ship's hold.

Under letter A. a specimen is given of the report. It must

be filled up exactly according to this example, and prepared according to the instructions before mentioned, and written fairly and correctly, in the German language.

This declaration is binding on the captain, and every error that may be discovered on the unloading, or on examination, brings with it the punishment fixed in a 121 of the regulation of customs.

If the captain have not brought with him a report, he may have one completed in the port, by a customs' officer; in which case he gives up all his papers to the said officer, who then stamps and numbers them, the last number being marked as such. The captain, at the same time, informs the officer of the property belonging to himself and passengers, of which there are no accounts; who thereupon makes out a list thereof, which is signed by the captain, and returned, in order to be used in preparing the report.

In case the report has to be prepared on shore, it must be delivered up in 24 hours, at latest, after the arrival of the captain in the road; if not, possession is taken of the ship, at his expense, which, according to the judgment of the customs, may take place even sooner, but free of expense.

It is the business of the captain to procure for himself the necessary information for the report in the arranged manner, on receipt of the cargo. If he be without this, and a report of the cargo as ordered cannot be prepared, the directions of the customs regulations (s. 81.) are adopted. The required measures, in order to place in security the whole cargo, so that it may be discharged untouched, are taken; but several otherwise admissible facilities in the expediting, cannot be laid claim to.

Respecting the provisions, if they consist of articles which pay a consumption duty, a distinct or separate report must be given in duplicate. One is returned to the captain after a general revision, in order that he may take with him an equal quantity of the articles specified in it when he sails. If this do not happen, or if the departure do not take place within the twelvemonth, then the consumption duty is to be paid on the articles remaining on hand. The captain is, however, at liberty to deposit the provisions, subject to the consumption duty, at the custom-house, until the departure of the vessel.

Other articles, not properly belonging to the cargo, are in so far admitted, that they undoubtedly belong to the ship's inventory, and are utensils for the voyage. Articles which are not counted as such are taxed if they are consumed, or if they are sold, or, in order to take them again away, they are deposited at the custom-house.

If the ship remain in the road, and do not enter the harbour, but convey there the cargo by lighters, the consumption in the road is tax-free. A report of the provisions suffices, and further control over it only takes place when, in particular cases, it is considered necessary.

If the captain have another destination, and only visits the harbour through necessity, then, in order to the security of the vessel and cargo, a general inspection only takes place, so that no part of the cargo may be sold or disposed of. When, however, such security has been given, a report is made of the cargo, in as far as the ship's papers and the knowledge of the captain admit.

Respecting the further treatment of the business, the custom-house will take such other measures, according to circumstances, viz. whether the cargo remains untouched, or whether the same must be wholly or partly discharged for the repair of the ship, so that the cargo may be exported in its original state.

If a portion of the cargo is to be disposed of in the country, it is expedited in the same way as other import goods.

In case of stranding, after the first salvage of the goods, the nature and quantity thereof is ascertained, with the assistance of the stranding officers, and must be placed in security till further notice be given about it.

The cargo of vessels which put in to winter must be announced as soon as possible, in as far as the ship's papers give information and the knowledge of the captain extends upon the subject. The inspection of the external parts of the vessel, and the articles contained thereon, takes place directly, and the entrances to the ship's hold are locked. Until the declaration, inspection, and locking up of the vessel take place, she is guarded at the expense of the captain; which guard, in particular cases, may last as long as the customs' department may deem necessary.

Vessels which only anchor in the roads, and do not enter a port, are out of the control of the customs' officers; they must not, however, hold any intercourse with the shore, or the port, otherwise they must give in reports beforehand, and present their papers.

If the vessel remain in the roads longer than 24 hours after declaration is made, before proceeding to put in or unload, if the one or the other be not prevented by stress of weather, then an officer repairs to the ship, examines the decks and the articles thereon, and locks up the entrances, &c. to the hold.

To the officers who are ordered for service on board the vessel is afforded a proper maintenance or treatment, the same as is given to travellers of the trading class. The expenses of the vessel, and the wages of the crew, are paid at the cost of the captain, he is then obligated to give the officers the daily pay of their rank, as regulated, and to provide for their return to their dwelling-places.

If it happen that officers, owing to an interrupted communication with the shore, are forced to remain beyond 2 days on board, then the captain must give them their meals, on their paying of the same; and if any difficulty arise about the charges, it is to be decided by the police authorities.

In all cases, the captain must row back the officers from the road to the harbour.

The discharges of the officers, touching the discharge of the vessel, in order that they may be able to exercise properly the duties of their office, must be followed.

If a captain has a well-founded complaint to make about the conduct of the officers, he must present it at the head custom-house; and may, after previous examination, expect, without delay, their dismissal (abstufung). To every captain, after clearing out, the register of complaints (which, according to s. 107. of the regulation of taxes, must be in every custom-house) is presented, in order that he may enter therein his name, and whatever complaint he may have to make.

SUGAR.—The sugar trade is at present (1842) in a very unsatisfactory state. In consequence of the efforts made by the abolitionists in this country, the apprenticeship system, which was to have continued till 1840, ceased in August, 1838; and the blacks in the different sugar islands belonging to Great Britain have since been as free, and as much entitled to the free disposal of their labour, as the workmen in England. It would, perhaps, be premature to speculate as to the ultimate influence of this great change; and even as respects the present state of the islands, the accounts are contradictory, and little to be relied on. But certainly, whatever may be the influence of emancipation in other respects, it has, in the first instance, been productive of an extraordinary decline in the growth and exportation of sugar; and this, in fact, is only what might have been expected. Labour in sugar plantations has hitherto been associated in the minds of the blacks with all that is most revolting to the feelings; and it is not rational to suppose, now that they are free, that they should apply themselves to what has been the badge and test of their degradation with the energy that the lash used formerly to inspire. It should farther be recollected, that the wants of the blacks are comparatively few, and that they may be partially or fully met by labouring on grounds where sugar is not raised, and where the work is much lighter. The circumstances now stated may not, indeed, have the influence that one should naturally expect; and they may be partially countervailed by others. But after every abatement, our conviction is, that the great falling off that has already taken place will, with difficulty, be diminished in any considerable degree. We subjoin

AN ACCOUNT of the Imports of Sugar from the British Colonies in the W. Indies into the United Kingdom during each of the Eleven Years ending with 1841.

Colonies from which imported.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.
	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
Antigua - -	325,177	145,336	129,519	227,177	174,818	135,482	62,170	205,045	222,689	203,071	144,103
Barbadoes - -	379,052	266,465	384,971	394,527	344,689	375,428	445,715	475,587	395,109	207,484	257,108
Dominica - -	56,239	58,270	47,372	54,876	25,014	35,215	35,724	48,290	29,385	31,673	42,542
Grenada - -	185,771	188,231	201,074	194,542	170,280	156,511	161,922	156,798	117,260	88,982	84,270
Jamaica - -	1,429,083	1,431,689	1,395,991	1,356,253	1,148,780	1,084,012	904,329	1,035,181	765,078	518,541	229,585
Montserrat - -	26,137	20,856	15,507	26,631	16,261	11,760	5,695	10,413	15,443	12,305	10,839
Nevis - -	49,924	39,845	42,287	59,748	39,637	24,725	24,269	25,410	36,731	27,857	12,124
St. Christopher - -	101,968	80,692	80,390	105,555	87,614	64,810	73,270	95,297	135,548	94,390	65,436
St. Lucia - -	72,376	47,966	46,548	65,506	64,744	38,084	51,430	61,691	50,215	37,667	51,113
St. Vincent - -	221,662	186,512	194,889	215,017	195,057	186,482	201,191	194,182	151,899	101,020	110,205
Tobago - -	121,249	111,522	86,527	79,018	77,260	117,643	90,803	71,621	66,244	51,548	48,164
Tortola - -	15,559	14,999	14,969	21,926	15,821	15,510	15,554	7,679	5,819	7,566	8,297
Trinidad - -	327,167	312,866	386,303	339,615	239,223	312,141	295,367	286,247	265,669	245,778	284,693
Bahamas - -	-	-	-	4	-	314	-	36	-	202	100
Bermudas - -	104	-	-	-	-	-	-	1	-	4,236	-
Demerara - -	809,134	756,562	754,122	687,292	760,376	864,134	792,822	669,574	440,132	486,487	415,361
Berbice - -	122,988	134,436	101,736	90,639	126,485	215,714	150,356	165,725	126,720	95,157	90,063
Total from the above colonies	4,105,800	3,775,456	3,646,205	3,845,976	3,524,809	3,601,791	3,506,775	3,520,676	2,824,572	2,214,764	2,151,217

It will be seen from the above table that the imports of sugar from Jamaica, which amounted in 1831 to 1,429,893 cwts., were reduced in 1841 to 528,585 cwts. During the same period the total imports from the W. Indian colonies fell from 4,103,800 cwts., or about 205,000 tons, to 2,151,217 cwts., or 107,560 tons.

The emancipation of slaves in the Mauritius does not appear to have been nearly so prejudicial to the interests of the planters as in the W. Indies; and by way of keeping up the supply of labour in the island, hill coolies have been introduced from Hindostan. At present the imports from the Mauritius amount to from 550,000 to 600,000 cwts., or from 27,500 to 30,000 tons; but the fair presumption seems to be that they have attained to their maximum, and will decline rather than otherwise.

The equalisation of the duties on East and West India sugars, judiciously effected by the act 6 & 7 William IV. cap. 26., has, by occasioning a considerably increased exportation of sugar from India, contributed, in so far, to countervail the decreasing imports from the W. Indies. This resource has not, however, been nearly so great as was anticipated, the imports of E. Indian sugar, though susceptible of an indefinite increase, being still generally under 500,000 cwts., or 25,000 tons. It is obvious, therefore, that, even including the whole produce of the Mauritius and India, the supply of British colonial sugar is at present very materially less than what was formerly derived from the W. Indies only; and we need not, therefore, wonder that there has latterly been a great rise in the price of sugar, and that its consumption has not increased, as it might otherwise have been expected to do, with the increasing population and wealth of the country. The annihilation of the trade of refining and exporting colonial sugar is another consequence of this diminution of the supplies. But even with this resource, the produce of the British plantations and dependencies is now certainly insufficient for the consumption of the United Kingdom, supposing the prices of British sugar were reduced to something like the level of those of the sugars of Brazil and Cuba. Under such circumstances, it is to be hoped that measures may be taken, by

admitting foreign sugar under reasonable duties, to enable our people to supply themselves at a moderate cost with this most important necessary. A measure of this kind would do more, perhaps, than any other that can be suggested to increase the comforts of the middle and lower classes, and to improve the trade of the country. And as we scruple not to use the cotton and other products of slave labour in foreign countries, it would be contradictory and absurd to allege that the circumstance of foreign sugar being produced by such labour, should operate as a bar to its introduction.

The consumption of sugar is rapidly increasing on the Continent and in America; though latterly the increase in the former has been to a considerable extent met by the increased production of beet-root sugar. The entire consumption of sugar in France amounted in 1841 to about 105,500,000 kilogs. (116,050 tons), of which 70,500,000 kilogs. were colonial and foreign sugar, and no fewer than 35,000,000 kilogs. native or beet-root sugar! (Schnitzler, *Statistique de la France*, i. 296. and 303.) The progress of the beet-root culture has been quite extraordinary. In 1828 the produce of the beet plantations did not exceed 4,000,000 kilogs.; whereas in 1838 it amounted to 39,199,408 kilogs. It must not, however, be supposed that this unprecedented increase affords any indication of the culture being suitable to France. On the contrary, its origin in the first instance and its subsequent increase are wholly artificial; that is, they are wholly owing to the circumstance of beet-root sugar being exempted from all duty, at the same time that very heavy duties have been laid on colonial and foreign sugars. But it is rarely possible permanently to maintain a system of this sort; and in consequence of the well-founded complaints of the colonists of the injustice of which they were the victims, enforced by the rapid decline of the revenue derived from sugar, which, indeed, was threatened with total extinction, a duty of 16 fr. 50 cent. per 100 kilog. (about 6s. 9d. a cwt.) was laid on beet-root sugar in 1838, which in 1840 was increased to 27 fr. 50 cent. (about 11s. a cwt.) But even this last increase leaves a differential duty of 17 fr. 50 cent. per 100 kilog. in favour of home-grown sugar; so that while the beet-root cultivators affirm they will be ruined, the colonists complain of the unjust preference given to the latter. We believe, however, that from the facility with which the home growers evade the duty, it will not be so injurious to them as has been supposed. But the probability is, that some considerable changes will speedily be made in the conditions under which the trade is now carried on. The beet-root culture has already been productive of a very great national loss; and it has been proposed, in order to get rid of the difficulties in which it has involved the country, to destroy the plantations, indemnifying, of course, the planters for their loss. It is, indeed, generally believed that it is impossible fairly to assess the duties on sugar of domestic growth; but if this could be done, and the duties were at the same time equalised with those on colonial sugar, there appears to be a general conviction that the beet-root plantations would be destroyed. The latter, in fact, owe their origin, and are wholly indebted for their progress and continued existence, to a system of bounty and preference subversive of the public interests. Harsh, therefore, as the proposal now hinted at for destroying the beet-root plantations may at first sight appear, we are inclined to think that in the end it will be found to be the best, not only for the interests of the revenue, but of the public generally. Such is one illustration, among the thousands that might be mentioned, of the effects that invariably follow from all attempts to bolster up and protect any species of industry for which a country has no natural or acquired aptitude.

The same cause which has extended the growth of beet-root sugar in France, viz. its exemption from all duty, while it comes into competition with an article loaded with a heavy duty, has introduced its culture into Belgium, Germany, Prussia, and even Russia. Beet-root plantations have increased most in Silesia and Saxony, and are at present (1842) supposed to supply about one fourth part of the sugar made use of in Prussia.

In addition to its increase in Europe and America, the use of sugar is rapidly extending in Australia, and in all countries that are either civilised or emerging from barbarism. But, independent of the novel resource of beet-root sugar, and even supposing it were annihilated, the production of sugar is increasing so very rapidly in Cuba, Java, Brazil, India, the Philippines, &c., that there is no reason to fear any permanent increase of price, even though the worst anticipations should be realised as to its production in our W. Indian colonies. We estimated (*Dict.* p. 1088.) the exports of sugar from the great sugar growing countries, at an average of the 3 years ending with 1833, at about 560,000 tons a year; and notwithstanding the heavy falling off that has taken place during the interval in the produce of the British W. Indies, we are well convinced that the annual exports from the same countries do not at present (1842) fall short of 580,000 tons, if they do not exceed that amount. We subjoin

An Account, showing the Quantities of the several Sorts of Sugar retained for actual Consumption within the United Kingdom since 1815; with the Rates of Duty charged on the same when entered for Home Consumption, and the Nett Revenue accruing therefrom; with a Statement of the average Prices of British Plantation and Brazil Sugar for the same Years.

Years.	Quantities of Sugar entered for Consumption in the United Kingdom.				Rates of Duty.				Net Revenue from Duties on Sugar.	Average Prices of British Muscovado Sugar.			Average Price of Brazilian Sugar.
	British Plantation.	East India.	Foreign.	Quantity entered for Consumption.	British Plantation.	Mauritius.	East India.	Foreign.		L. s. d.	L. s. d.	L. s. d.	
	Cwts.	Cwts.	Cwts.	Cwts.	Per Cent. (Brown or Muscovado.)	Per Cent.	Per Cent.	Per Cent. (Brown or Muscovado.)	L.	s.	d.	L.	s.
1815	2,151,030	43,041	*37,228	2,211,299	30s.	-	{ to 5th May 30s. from 5th May - 37s. }	65s.	3,454,535	3	1	10	
1816	2,446,458	35,980	49,493	2,529,931	{ to 5th Sept. 30s. from 5th Sept. 27s. }	-	{ to 5th May 39s. 5th May to 5th Sept. 40s. from 5th Sept. - 37s. }	{ to 5th Sept. 65s. from 5th Sept. 60s. }	5,612,195	2	8	7	
1817	3,267,034	27,532	4,575	3,298,941	27s.	-	37s.	60s.	4,433,926	2	9	8	
1818	1,701,421	25,036	419	1,726,896	30s.	- charged as East India sugar in these years.	40s.	63s.	2,751,107	2	10	0	
1819	2,720,609	100,046	245	2,820,900	{ to 5th May 30s. 5th May to 5th Sept. 28s. from 5th Sept. 27s. }	-	{ to 5th May 40s. 5th May to 5th Sept. 38s. from 5th Sept. - 37s. }	{ to 5th May 65s. 5th May to 5th Sept. 61s. from 5th Sept. 60s. }	3,996,545	2	1	4	
1820	2,816,788	84,795	281	2,901,864	27s.	-	37s.	60s.	3,925,537	1	16	2	
1821	2,436,411	120,303	208	2,556,882	27s.	-	37s.	60s.	4,188,358	1	13	8	
1822	2,851,678	137,092	287	2,989,057	27s.	-	37s.	60s.	4,650,444	1	11	0	
1823	3,125,907	102,901	183	3,228,991	27s.	-	37s.	60s.	4,407,410	1	12	11	
1824	3,214,701	152,673	50	3,367,424	27s.	-	37s.	60s.	4,641,904	1	11	6	
1825	2,972,625	107,200	25	3,079,848	27s.	{ - to 5th July, charged as East India sugar. - from 5th July, charged as sugar of the British plantations. }	37s.	60s.	4,176,655	1	18	6	
1826	3,430,652	145,312	96	3,575,990	27s.	Brown or Muscovado and Clayed.	37s.	Brown or Muscovado and Clayed.	4,950,998	1	10	7	
1827	3,270,825	69,836	186	3,340,927	27s.	-	37s.	63s.	4,650,192	1	15	9	
1828	3,504,164	97,944	113	3,602,119	27s.	-	37s.	63s.	5,009,297	1	19	8	
1829	3,421,409	118,400	12	3,539,821	27s.	-	37s.	63s.	4,896,242	1	8	7	
1830	3,890,041	151,979	24	3,722,044	{ to 5th July 27s. from 5th July 24s. }	-	{ to 5th July 37s. from July - 32s. }	63s.	4,767,342	1	4	11	
1831	3,667,396	115,836	79	3,781,011	24s.	-	32s.	63s.	4,650,590	1	3	8	
1832	3,575,329	79,600	603	3,655,538	24s.	-	32s.	63s.	4,894,538	1	7	8	
1833	3,565,450	98,283	71	3,661,804	24s.	-	32s.	63s.	4,414,502	1	9	8	
1834	3,620,322	121,007	50	3,741,579	24s.	-	32s.	63s.	4,559,392	1	9	5	
1835	3,757,851	98,580	31	3,856,562	24s.	-	32s.	63s.	4,667,900	1	15	5	
1836	3,074,198	518,320	2,316	3,594,834	24s.	-	24s.	63s.	4,184,165	2	0	10	
1837	3,684,712	270,055	43	3,954,810	24s.	-	24s.	63s.	4,760,563	1	14	7	
1838	3,491,225	418,375	65	3,909,665	24s.	-	24s.	63s.	4,656,892	1	13	8	
1839	3,548,298	477,252	49	3,825,599	24s.	-	24s.	63s.	4,286,956	1	12	2	
1840	3,074,198	518,320	2,316	3,594,834	24s.	-	24s.	63s.	4,449,070	2	9	1	
					additional 5% per cent. on the above rates from 16th May 1840								

* The quantities of foreign sugar above shown as retained for home consumption in the years 1815—1818 consisted chiefly of the produce of Martinique and Guadeloupe, imported previously to May 12, 1815, and admitted to entry under act 53 Geo. 3. c. 62.

SWEETS.—An excise duty was imposed on sweets—that is, on home-made wines, mead, or metheglin, &c.—manufactured for sale, so early as 1696. In 1803 it amounted to 49s. a barrel; the produce of the duty varying from that year to 1816 from about

21,000L. to about 33,000L. a year. But in 1816 it fell off to little more than half its previous amount. This sudden decline was doubtless occasioned by the great increase in the consumption of Cape wine, consequent to the reduction of the duty on it, in 1814, from about 6s. to about 2s. 6d. a gallon. In 1817 it was attempted to revive the manufacture of home-made wine, by taking a third from the duty on sweets; which amounted, after the reduction, to about 1s. 0½d. a gallon; and in 1826 it was further reduced to 6d. But the ease with which the article may be made by private individuals, and the decisive check given, by the introduction of Cape and other foreign wines, to the use of home-made substitutes, prevented these reductions from having any material influence; and in 1832 the duty had dwindled to 3,721L. Under these circumstances, the Commissioners of Excise Inquiry wisely recommended the abolition of the duty, which has been effected by the act 4 & 5 Will. 4. c. 77. — (*Fifth Report by Commissioners of Excise Inquiry*, p. 18., &c.)

SYDNEY.

Wages in New South Wales.—Every one in any degree familiar with such subjects is aware of the extreme difficulty of obtaining accurate accounts of the rate of wages. But in the case of colonies, this difficulty is materially increased; it being the object of those interested in the encouragement of emigration to set its advantages, of which high wages are probably the greatest, in the most striking light, and conversely. Hence, in former impressions of the Dictionary, we did not venture to lay any details as to the rate of wages at Sydney before the reader, except those given by the Emigration Commissioners; and as these gentlemen mentioned that their statements had been obtained from the colonial agent, and other authentic sources, we had no doubt of their accuracy. This confidence, however, though apparently well founded, seems to have been not a little misplaced. The Rev. Henry Carmichael, one of the professors in the Australian College, Sydney, has shown, in his valuable tract, entitled *Hints to Emigrants to New South Wales*, that the statements put forth by the Emigration Commissioners were "calculated very seriously to mislead;" and that, in point of fact, they have misled very many individuals, who, on arriving at Sydney, found the wages far below what they had been made to expect.

A committee, consisting of the most intelligent persons of the class referred to, have drawn up a report on the eligibility of New South Wales as a place of resort for emigrant mechanics, in which, among other things, they declare that the account of the rate of wages (see *Dict.* p. 1195.), published by the Emigration Commissioners, "is extravagant and ridiculous." "Common labourers," they say, "do not earn more than 4s. to 5s. per week, with rations and lodgings; mechanics, out of Sydney, do not average more than 13s. to 20s. per annum, with rations, &c.; mechanics of the highest qualifications, in Sydney, do not average more than 2½ per week the year round. Agricultural labourers, capable of managing a farm in the capacity of bailiff, not more than 15s. to 20s. per annum, with rations, and but to live in; and persons of higher grades and similar occupations cannot get more than 40s. to 60s. per annum, and rations."

In corroboration of the accuracy of these statements, Mr. Carmichael gives the substance of a letter from William McPherson, Esq., collector of internal revenue, and secretary of the Emigrants' Friend Society, dated the 18th of June, 1853.

"Good mechanics can earn, in Sydney, from 30s. to 40s. per week, without board and lodging; and in the country, from 20s. to 30s. per annum, with house and rations."

"Common labourers in Sydney obtain about 14s. per week, without board or lodging; and in the country, about 12s. per annum, with house (or rather hut) and rations."

"Wages given to farm servants vary with their qualifications; 50s. to 60s. with a house and rations, may be considered the highest wages, given to overseers of a superior description, and 20s. to 25s. to those of humbler pretensions."

"Their being married or single makes, in general, no difference in the rate of wages, unless when the females are expected to perform any domestic duties; but rations are usually given to the wife and children of a married overseer as well as to himself."

(For full details as to Sydney, see that art. in *Dict.*)

TARIFF. The following table embraces the existing tariff of customs' duties, principally imposed by the act 5 & 6 Vict. c. 47. The passing of this act forms an important æra in the history of British commercial and financial legislation. It has abolished numerous prohibitions, and, by judiciously exempting a great variety of trifling articles from duties, and reducing those on a great number of important articles, it will, no doubt, tend materially to increase their importation, and consequently, also, the amount of duty received from them. But it is essential to bear in mind that it is impossible to increase the importation of foreign articles without, at the same time, proportionally increasing the exportation of the native products with which the former must be paid. It is, therefore, no easy matter to estimate the probable influence of so extensive a measure as the new tariff on the trade and future prosperity of the empire. There can, however, be no doubt that it will be very considerable; and it is, indeed, most probable that it will not only materially deepen and enlarge the existing channels of commercial intercourse, but that it will gradually open others with which we may now, perhaps, be wholly unacquainted.

Previously to the passing of this act, the importation of oxen, sheep, and other cattle, was prohibited; but now they may be freely imported, oxen on paying a duty of 20s., cows of 15s., calves of 10s., and sheep of 3s. a head. There are certainly no just grounds for saying that these duties are other than moderate; and though we believe that, for a lengthened period, few cattle will be imported, the obstacle is not to be found in the duty, but in the scarcity and high price of cattle in the parts of the Con-

"Good ploughmen, or shepherds, obtain from 15s. to 20s., with a house and rations."

"Wages of domestic servants are —
Of a single man - - - from L.12 to L.20
Of a single woman - - - - - 8 - 15
Of a married couple - - - - - 20 - 30

"N.B.—A married pair of emigrants may easily find a small house, containing 2 apartments, to accommodate them on their arrival, at a weekly rent of from 7s. to 10s.; and an unmarried man may lodge and board for 10s. 6d. per week." — (*Carmichael's Tract*, pp. 32, 33. Lond: ed.)

These statements certainly differ very widely from those of the Emigration Commissioners. The greater mildness and salubrity of the climate appears to be the principal, or rather, perhaps, the only recommendation in favour of emigrating to Australia rather than to Canada or the United States; but whether this be a sufficient counterpoise to the vast distance of Australia from Europe, the heavy expense of the voyage thither, the chances of drought, and the high price and general bad quality of the land, is a point as to which we do not presume to decide; but it is one that deserves the serious attention of every one who is projecting a visit to the antipodes.

* The rations allowed to free labourers may be rated per week as follows, viz. —

	Lbs. oz.		Lbs. oz.
Flour	- 10 0	Tobacco	- 0 2
Beef and mutton	- 10 0	Salt	- 0 2
Tea	- 0 2	Soup	- 0 2
Sugar †	- 1 0	Milk †	- 7 quarts.

† This latter (the milk) being given in lieu of tea and sugar. So that labourers, if well-behaved and industrious, are sure to raise themselves above the station which they occupy at home.

tinient adjacent to England. The duty on foreign salmon, which was formerly prohibited, has been fixed at 10s. a cwt.; the duty on salt beef has been reduced from 12s. to 8s. a cwt., and that on bacon and hams from 28s. to 14s. a cwt. This last is a very important reduction, and we have little doubt that it will now be possible to import bacon and hams from the United States and parts of the Continent, and to sell them at a very considerably reduced price. The change in the duties on corn, though not effected by the Tariff Act, is, substantially, part and parcel of the latter; and though it leaves much to be desired, there can be no question that, as compared with the late act, it is a very great improvement.

The new tariff has effected a most important and beneficial change in the timber duties. The oppressive and exorbitant differential duty of 45s. a load in favour of the inferior timber of our N. American possessions is to be reduced from the 10th October, 1843, to 24s. and 30s. a load. But though this be a signal improvement, we do not know that the way in which it has been brought about is the most judicious that might have been suggested. It has been effected by reducing the previous duties on foreign timber from 55s. to 25s. and 32s. a load, and the previous duty on British colonial timber from 10s. to 1s. and 2s. a load. While, however, every one must admit that the reduction of the duty on foreign timber is most proper, and will be most advantageous, it is not very easy to discover any good reason why the duty on Canada timber should have been reduced. On the contrary, it should rather, if any thing, have been increased. The effect of the reduction of the duty on Canada timber will be, in so far as it goes, to force the use of an inferior article, and to narrow the trade by diverting the consumers from the best and cheapest markets. But, how defective soever in some respects, the change in the timber duties is, as already stated, a most important improvement; and will tend, in no common degree, to reduce the cost of ships, houses, and machinery. The duty on mahogany has also, we are glad to say, been reduced from 5*l.* to 1*l.* a ton. The duty on most sorts of fancy woods is now, also, so very trifling, that it can oppose no serious obstacle to their importation.

The most objectionable, by far, of the existing duties are those on brandy, geneva, and sugar. Those on the two first mentioned articles are so exorbitant that their only effect is to reduce to the narrowest limits what would otherwise be a very considerable trade, to give an overpowering inducement to smuggling, and its consequent demoralisation, and to diminish the revenue to a half or less of what it would most likely amount to were the duties reduced from 22s. 6*d.* to 10s. a gallon. The brandy and geneva duties are, in fact, the finest extant specimen of the *felo de se* class of duties; and are singularly at variance with the sound principles on which the tariff has been generally compiled.

Sugar is now, in this country at least, a most important necessary of life; and it is, therefore, of the greatest consequence that its price should be reduced to as low a level as is practicable, consistent with those fiscal considerations which we can never safely lose sight of. This is to be effected, partly by reducing the duty on British colonial sugar, and partly and principally by reducing the present exorbitant duty on foreign sugar to the same, or nearly the same, level as the duty on our own sugar. There is not and there can be no good objection to this equalisation. It is mere drivelling to allege in opposition to it the slavery that exists in Brazil, Cuba, and other foreign sugar-growing states. Do we not take, without any objection, the cotton and other products of these states? and, unless it be to pander to a vile and worthless cant, on what principle can we refuse to take their sugar? (see *ante*, p. 128.) We subjoin a statement of the

Duties now (September 1842) payable on Goods, Wares, and Merchandise imported into the United Kingdom from Foreign Parts.

N. B. It is enacted by the Act 5 & 6 Victoria, cap. 47. s. 42, that, in addition to the duties on imports in the following table, a farther duty of 4*d.* per gallon shall be charged on all spirits and strong waters imported into the United Kingdom, and a farther duty of 5 per cent. on the amount of the duties on the other articles, with the exception of corn.

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
	L. s. d.	L. s. d.		L. s. d.	L. s. d.
Class I.—ANIMALS (LIVING) AND ARTICLES OF FOOD.			Class I.—ANIMALS (LIVING) AND ARTICLES OF FOOD.—(continued.)		
Animals (living), viz.			Animals (living) viz.		
asses, each	0 2 6	0 1 3	horses, mares, geldings,		
goats, each	0 1 0	0 0 6	colts, foals, each	1 0 0	0 10 0
kids, each	0 1 0	0 0 6	mules, each	0 2 6	0 1 3
oxen and bulls, each	1 0 0	0 10 0	sheep, each	0 3 0	0 1 6
cows, each	0 15 0	0 7 6	lambs, each	0 2 0	0 1 0
calves, each	0 10 0	0 5 0	swine and hogs, each	0 5 0	0 2 6

Articles.	Rates of Duty.				Articles.	Rates of Duty.							
	Of or from Foreign Countries.		Of and from British Possessions.			Of or from Foreign Countries.		Of and from British Possessions.					
	L.	s.	d.			L.	s.	d.		L.	s.	d.	
Class I.—ANIMALS (LIVING) AND ARTICLES OF FOOD—continued.													
pigs (sucking), each	0	2	0	0	1	0							
poultry, for every 100 <i>l.</i> value	5	0	0	2	10	0							
Arrow root, per cwt.	20	5	0	0	1	0							
Capers, including the pickle	0	0	6	0	0	3							
Cassava powder, per cwt.	0	5	0	0	1	0							
Caviare, per cwt.	0	5	0	0	5	0							
Chicory, or any other vegetable matter applicable to the uses of chicory or coffee:—													
roasted or ground, per lb.	0	0	6	0	0	6							
raw or kiln dried per cwt.	1	0	0	1	0	0							
Commit, dry, per lb.	0	0	6	0	0	3							
Corn, viz.													
Wheat.—Whenever the average price of wheat shall be under 51 <i>s.</i> the duty shall be,													
per qr.	1	0	0										
51 <i>s.</i> and under 52 <i>s.</i>	0	19	0										
52 <i>s.</i>	0	18	0										
53 <i>s.</i>	0	18	0	0	5	0							
54 <i>s.</i>	0	18	0	0	4	0							
55 <i>s.</i>	0	17	0	0	5	0							
56 <i>s.</i>	0	16	0	0	3	0							
57 <i>s.</i>	0	15	0	0	3	0							
58 <i>s.</i>	0	14	0	0	1	0							
59 <i>s.</i>	0	13	0	0	1	0							
60 <i>s.</i>	0	12	0	0	1	0							
61 <i>s.</i>	0	11	0	0	1	0							
62 <i>s.</i>	0	10	0	0	1	0							
63 <i>s.</i>	0	9	0	0	1	0							
64 <i>s.</i>	0	8	0	0	1	0							
65 <i>s.</i>	0	7	0	0	1	0							
66 <i>s.</i>	0	6	0	0	1	0							
67 <i>s.</i>	0	6	0	0	1	0							
68 <i>s.</i>	0	6	0	0	1	0							
69 <i>s.</i>	0	6	0	0	1	0							
70 <i>s.</i>	0	5	0	0	1	0							
71 <i>s.</i>	0	4	0	0	1	0							
72 <i>s.</i>	0	4	0	0	1	0							
73 <i>s.</i>	0	2	0	0	1	0							
73 <i>s.</i> and upwards	0	1	0	0	1	0							

* The fractions under Barrel of Flour are so many 32 parts of a penny, and under Oatmeal so many 121 parts of a penny.

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class I. — ARTICLES OF FOOD — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class I. — ARTICLES OF FOOD — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>
almonds, paste of, for every 100 <i>l.</i> value	20 0 0	20 0 0	beef, fresh, or slightly salted, per cwt.	0 8 0	0 2 0
apples, raw, per bushel	0 0 6	0 0 2	butter, per cwt.	1 0 0	0 5 0
dried, per bushel	0 2 0	0 2 0	cheese, per cwt.	0 10 6	0 2 6
berries, unenumerated, per cwt.	0 2 0	0 2 0	eggs, per 120	0 0 10	0 0 2½
cherries, raw, for every 100 <i>l.</i> value	5 0 0	5 0 0	hams of all kinds, per cwt.	0 14 0	0 3 6
dried, per lb.	0 0 6	0 0 6	lard, per cwt.	0 2 0	0 0 6
citron preserved with salt, for every 100 <i>l.</i> value	10 0 0	10 0 0	port, salted (not hams), from and after the 10th October 1842, per cwt.	0 8 0	0 2 0
cranberries, per gallon	0 0 1	0 0 1	puddings and sausages, per lb.	0 0 6	0 0 3
currants, per cwt.	1 2 2	1 2 2	tongues per cwt.	0 10 0	0 2 6
dates, per cwt.	0 10 0	0 10 0	salted or fresh meat not otherwise described, per cwt.	0 8 0	0 2 0
figs, per cwt.	0 15 0	0 15 0	Sago, per cwt.	0 1 0	0 1 0
grapes, for every 100 <i>l.</i> value	5 0 0	5 0 0	Succades and confectionery, including all fruits and vegetables preserved in sugar, per lb.	0 0 6	0 0 1
mediars, per bushel	0 1 0	0 0 6	Tapioa, per cwt.	0 1 0	0 1 0
nuts, viz.	0 2 0	0 2 0	Truffles, per lb.	0 0 6	0 0 6
cocoa nuts, 1200 <i>l.</i>	0 0 6	0 1 0	Vanilla, per lb.	0 5 0	0 5 0
piñachio nuts, per cwt.	0 10 0	0 10 0	Vegetables, viz.		
walnuts, per bushel	0 2 0	0 2 0	lentils, per bushel	0 0 3	0 0 1½
nuts not otherwise enumerated, except such as are commonly used for expressing oil therefrom, for every 100 <i>l.</i> value	20 0 0	20 0 0	onions, per bushel	0 0 6	0 0 3
olives, per gallon	0 2 0	0 2 0	plantains, per cwt.	0 0 2	0 0 2
oranges and lemons, viz. in chests and boxes not exceeding 5,000 cubic inches per box	0 2 6	0 2 6	potatoes, per cwt.	0 0 2	0 0 1
over 5,000 cubic inches, and not exceeding 7,500 per box	0 3 9	0 3 9	all vegetables not enumerated or described, for every 100 <i>l.</i> value	5 0 0	2 10 0
over 7,500 cubic inches, and not exceeding 14,000 per box	0 7 6	0 7 6	Class II. — SPICES.		
for every 1,000 cubic inches exceeding 14,000 loose, per 1,000 entered at value, at the option of the importer for every 100 <i>l.</i> value	0 0 7½	0 0 7½	Spices, viz.		
pears, raw, per bushel	0 0 6	0 0 3	casia lignea, per lb.	0 0 3	0 0 1
dried, per bushel	0 2 0	0 2 0	buds, per lb.	0 0 6	0 0 3
Peel of lemons, per cwt.	0 1 0	0 1 0	cinnamon, per lb.	0 0 6	0 0 3
of oranges, per cwt.	0 1 0	0 1 0	cloves, per lb.	0 0 6	0 0 3
of pomegranates, per cwt.	0 1 0	0 1 0	ginger, per cwt.	0 10 0	0 5 0
Plums, (commonly called French plums and prunellons, per cwt.)	1 0 0	1 0 0	preserved, per lb.	0 0 6	0 0 1
dried or preserved, per cwt.	1 7 6	1 7 6	mace, per lb.	0 2 6	0 2 6
pomegranates, per 1,000	0 5 0	0 5 0	nutmegs, from and after 5th July 1845, per lb.	0 5 6	0 2 6
prunes, per cwt.	0 7 0	0 7 0	wild, in the shell, per lb.	0 0 3	0 0 3
quinces, per 1,000	0 1 0	0 1 0	pimento, per cwt.	0 5 0	0 5 0
raisins, per cwt.	0 15 0	0 7 6	pepper of all sorts, per lb.	0 0 6	0 0 6
tamarinds per lb.	0 0 5	0 0 1	Class III. — SEEDS.		
Grain, not rated as corn or seeds, viz.			Seeds, viz.		
barley, pearled, per cwt.	0 5 0	0 2 6	acorns, per bushel	0 1 0	0 0 6
beans, kidney, and French, per bushel	0 0 10	0 0 5	ammi, per cwt.	0 5 0	0 2 6
rice not rough nor in the husk, per cwt.	0 6 0	0 0 6	canary, per bushel	0 4 0	0 2 0
rice rough and in the husk per quarter	0 7 0	0 0 1	caraway, per cwt.	0 10 0	0 5 0
Hay, per load	0 16 0	0 8 0	carrot, per cwt.	0 10 0	0 5 0
Honey, per cwt.	0 10 0	0 5 0	clover, per quarter	0 10 0	0 5 0
Hops, per cwt.	4 10 0	4 10 0	cole, per cwt.	0 0 1	0 0 1
Liquids, viz.			coriander, per cwt.	0 5 0	0 2 6
beer or rum, per barrel	2 0 0	2 0 0	cumin, per cwt.	0 5 0	0 2 6
spruce, per barrel	1 0 0	1 0 0	fennugreek, per cwt.	0 5 0	0 2 6
Ale and beer of all sorts, per barrel	2 0 0	2 0 0	flax, per quarter	0 0 1	0 0 1
elder, per tun	10 10 0	10 10 0	forest, per cwt.	0 10 0	0 5 0
essence of spruce for every 100 <i>l.</i> value	10 0 0	10 0 0	garden, not particularly enumerated or described, nor otherwise charged with duty, per lb.	0 0 1	0 0 1
juice of lemons, limes, and oranges, per gallon	0 0 0½	0 0 ½	grass of all sorts, not particularly enumerated or otherwise charged with duty, per cwt.	0 5 0	0 2 6
mead, per gallon	0 5 6	0 5 6	hemp, per quarter	0 0 1	0 0 1
perly, per tun	10 10 0	10 10 0	leek, per cwt.	1 0 0	0 10 0
vinegar, per tun	18 18 0	18 18 0	lettuce, per quarter	0 1 0	0 1 0
Liquorice roots, per cwt.	1 0 0	0 10 0	linseed, per quarter	0 0 1	0 0 1
paste, per cwt.	1 0 0	0 10 0	lucerne, per cwt.	0 5 0	0 5 0
juice, per cwt.	1 7 6	0 10 0	lupines, per cwt.	0 5 0	0 5 0
powder, per cwt.	1 15 0	0 13 0	maw, per quarter	0 1 0	0 0 6
Macaroni and vermicelli, per lb.	0 0 1	0 0 1	millet, per cwt.	0 5 0	0 2 6
Macinalade, per lb.	0 0 6	0 0 1	mustard, per bushel	0 1 3	0 0 6
Oil seed cake, per ton	0 1 0	0 1 0	onion, from and after 5th July 1845, per cwt.	1 0 0	0 10 0
Pickles of all sorts, including the vinegar, and not otherwise enumerated, per gallon	0 1 6	0 0 9	parsley, per cwt.	0 10 0	0 5 0
Preserved in salt, per gallon	0 0 6	0 0 3	poppy, per quarter	0 1 0	0 0 6
Provisions, viz.			quince, per cwt.	0 10 0	0 5 0
bacon, per cwt.	0 14 0	0 5 6	rape, per quarter	0 0 1	0 0 1
beef, salted, not being corned beef, from and after 10th of October, 1842, per cwt.	0 8 0	0 2 0	sesamum, per quarter	0 0 1	0 0 1
			shrub or tree, per cwt.	0 10 0	0 5 0
			tare, per quarter	0 5 0	0 2 6
			trefoil, per cwt.	0 5 0	0 2 6
			worm, per cwt.	0 5 0	0 2 6
			all seeds not particularly enumerated or described, nor otherwise charged with duty, commonly used for expressing oil therefrom, per quarter	0 0 1	0 0 1
			all other seeds not particularly enumerated or described, not otherwise charged with duty, for every 100 <i>l.</i> value	10 0 0	5 0 0

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class IV.—WOODS.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class IV.—Wood — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>
Amboyua wood, per ton	1 0 0	0 5 0	Speckled wood, per ton	0 5 0	0 2 6
Bar wood, per ton	0 2 0	0 2 0	Sweet wood, per ton	0 5 0	0 2 6
Beef wood, per ton	0 5 0	0 2 0	Talip wood, per ton	0 10 0	0 2 6
Black wood, per ton	1 0 0	0 5 0	Walnut wood, per ton	0 5 0	0 1 0
Box wood, per ton	0 10 0	0 2 6	Zebra wood, per ton	0 5 0	0 2 6
Brazil wood, per ton	0 2 0	0 2 0			
Brasileto wood, per ton	0 2 0	0 2 0			
Cam wood, per ton	0 2 0	0 2 0			
Cedar, per ton	0 10 0	0 2 6			
Ebony, per ton	0 10 0	0 2 6			
Fig wood, per ton	0 10 0	0 2 6			
Lignum vitae, per ton	0 5 0	0 2 6			
Log wood, per ton	0 2 0	0 2 0			
Mahogany, per ton	1 0 0	0 5 0			
imported from the Bay of Honduras, or the Mosquito shore, per ton	0 5 0	0 5 0			
Nicaragua wood, per ton	0 2 0	0 2 0			
Olive wood, per ton	0 10 0	0 2 6			
Redfir guinea wood, per ton	0 2 0	0 2 0			
Rosewood, per ton	1 0 0	0 5 0			
imported from the Bay of Honduras, or the Mosquito shore, per ton	0 5 0	0 5 0			
Sapan wood, per ton	0 2 0	0 2 0			
Santa Maria wood, per ton	0 5 0	0 2 6			
Satin wood, per ton	0 10 0	0 2 6			
Saunder, red, per ton	0 2 0	0 2 0			
yellow, per ton	0 5 0	0 2 6			

Class V.—TIMBER AND WOODS NOT OTHERWISE CHARGED.*

Timber or wood, not being deals, battens, boards, staves, handspikes, oars, lathwood, or other timber or wood, sawn, split, or otherwise dressed except hewn, and not being timber or wood otherwise* charged with duty, the load of 50 cubic feet

Deals, battens, boards, or other timber or wood, sawn or split, and not otherwise charged with duty, the load of 50 cubic feet

* From and after the 10th of October, 1842,
1 10 0

From and after the 10th of October, 1842,
1 15 0

From and after the 10th of October, 1842,
1 12 0

Or, in lieu of the duties herein-before imposed upon wood by the load, according to the cubic content, the importer may have the option, at the time of passing the first entry, of entering battens, batten ends, boards, deals, deal ends, and planks by tale, if of or from Foreign countries, according to the following dimensions, viz.:—

Battens and Batten Ends.	Not above 7 Inches in Width.	From and after the 10th of October, 1942.				From and after the 10th of October 1945.			
		Not above 1½ Inch in Thickness.		Above 1½ Inch and not above ¾ in Thickness.		Not above 1½ Inch in Thickness.		Above 1½ Inch and not above ¾ in Thickness.	
		<i>L.</i>	<i>s.</i> <i>d.</i>	<i>L.</i>	<i>s.</i> <i>d.</i>	<i>L.</i>	<i>s.</i> <i>d.</i>	<i>L.</i>	<i>s.</i> <i>d.</i>
Not above 6 feet in length, the 120	-	-	1 16 7	-	3 13 2	-	1 10 10	-	5 1 7
Above 6 and not above 9 feet in length, the 120	-	-	2 14 10	-	5 9 9	-	2 6 2	-	4 12 5
9 and not above 12 feet in length, the 120	-	-	3 13 2	-	7 6 4	-	3 1 7	-	6 3 2
12 and not above 15 feet in length, the 120	-	-	4 11 5	-	9 2 10	-	5 17 0	-	7 14 0
15 and not above 18 feet in length, the 120	-	-	5 9 9	-	10 19 6	-	4 12 5	-	9 4 10
18 and not above 21 feet in length, the 120	-	-	6 8 0	-	12 16 0	-	5 7 9	-	10 15 7
Boards, Deals, Deal Ends, and Plank.									
	Not above 9½ Inches in Width.		Not above 1½ Inch in Thickness.		Above 1½ Inch and not above ¾ in Thickness.		Not above 1½ Inch in Thickness.		Above 1½ Inch and not above ¾ in Thickness.
Not above 6 feet in length, the 120	-	-	2 18 8	-	5 17 4	-	2 9 5	-	4 18 10
Above 6 and not above 9 feet in length, the 120	-	-	4 8 0	-	8 16 0	-	3 14 1	-	7 8 3
9 and not above 12 feet in length, the 120	-	-	5 17 4	-	11 14 8	-	4 18 10	-	9 17 0
12 and not above 15 feet in length, the 120	-	-	7 6 8	-	14 13 4	-	6 3 6	-	12 7 1
15 and not above 18 feet in length, the 120	-	-	8 16 0	-	17 12 0	-	7 8 3	-	14 16 6
18 and not above 21 feet in length, the 120	-	-	10 5 4	-	20 10 8	-	8 12 11	-	17 5 11
Not above 6 feet in length, the 120	-	-	Above 9½ Inches and not above 1½ in Width.	-	3 11 0	-	7 2 0	-	2 19 10
									5 19 7
Above 6 and not above 9 feet in length, the 120	-	-	5 6 6	-	10 13 0	-	4 9 8	-	8 19 5
9 and not above 12 feet in length, the 120	-	-	7 2 0	-	14 4 0	-	5 19 7	-	11 19 2
12 and not above 15 feet in length, the 120	-	-	8 17 6	-	17 15 0	-	9 6	-	14 19 0
15 and not above 18 feet in length, the 120	-	-	10 13 3	-	20 10 8	-	8 19 5	-	17 18 9
18 and not above 21 feet in length, the 120	-	-	12 8 6	-	24 17 0	-	10 9	-	

[illegible]

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class V. — TIMBER AND WOODS, NOT OTHERWISE CHARGED-ON-HAND.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class VI. — ORES, MINERALS, METALS, AND MANUFACTURES THEREOF. — <i>continued.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>
oars, per 120	7 10 0	0 5 9	Crystal beads, per 1000	0 5 0	0 5 0
Spars or poles, under 22 feet in length, and under 4 inches in diameter, per 120	1 0 0	0 0 6	Gold, leaves of, per 100	0 3 0	0 3 0
22 feet in length and upwards, and under 4 inches in diameter, per 120	2 0 0	0 1 0	Iron, ore of, per ton	0 2 0	0 0 6
of all lengths, 4 inches, and under 6 inches in diameter, per 120	4 0 0	0 2 0	pig, per ton	0 5 0	0 1 0
Spokes for wheels, not exceeding 2 feet in length, per 1000	2 0 0	0 1 0	bars, unwrought, per ton	1 0 0	0 2 6
exceeding 2 feet in length, per 1000	4 0 0	0 2 0	old broken and old cast, per ton	0 5 0	0 1 0
Teake, per load of 50 cubic feet	0 10 0	0 1 0	and steel, wrought, not otherwise enumerated, for every 1000. value	15 0 0	15 0 0
Wastewood, viz. billetwood or brushwood, used for the purposes of stowage, for every 1000. value	5 0 0	0 5 0	bloom, per ton	0 7 6	0 2 6
9d. per foot of cubic contents, and further for every 1000. value, 10 0 0			chromate of, per ton	0 5 0	0 2 6
Wood planed, or otherwise dressed or prepared for use, and not particularly enumerated, nor otherwise charged with duty		For every 1000. value, 10th October, 1842, 5 0 0	per ton	1 10 0	0 15 0
			cast, per ton	1 10 0	0 15 0
			hoops, per ton	1 10 0	0 15 0
			Lapis calaminaris, per ton	0 1 0	0 0 6
			Latten, per cwt.	0 1 0	0 0 6
			shaven, per cwt.	0 1 0	0 0 6
			wire, for every 1000. value	12 10 0	12 10 0
			Lead, ore of, per ton	0 10 0	0 2 0
			black, per ton	1 0 0	0 5 0
			pig and sheet, per ton	1 0 0	0 5 0
			red, per ton	1 10 0	0 15 0
			white, per ton	2 5 0	1 2 6
			chromate of, per ton	5 0 0	2 10 0
			lead, manufactures of, not otherwise enumerated, for every 1000. value	15 0 0	15 0 0
			Litharge, per ton	1 0 0	0 10 0
			Manganese ore, per ton	0 1 0	0 1 0
			Medals of gold and silver of any other sort, for every 1000. value	Free.	Free.
			Mercury, prepared, for every 1000. value	5 0 0	5 0 0
			Metal, viz.	10 0 0	10 0 0
			bell metal, per ton	2 0 0	2 0 0
			leaf (except gold), per packet of 250 leaves	0 0 1	0 0 1
			Minerals and fossils not enumerated, for every 1000. value	5 0 0	1 0 0
			specimens of minerals, fossils, of ores not enumerated, and not exceeding 14 lbs. in weight each specimen	Free.	Free.
			ditto, exceeding 14 lbs. in weight, for every 1000. value	5 0 0	1 0 0
			illustrative of natural history	Free.	Free.
			Nickel, ore of, for every 1000. value	1 0 0	1 0 0
			metallic, and oxide of, refined, for every 1000. value	10 0 0	10 0 0
			Ore, not particularly charged with duty, for every 1000. value	2 0 0	0 10 0
			Orsedew, per cwt.	0 10 0	0 10 0
			Pewter, manufactures of, for every 1000. value	15 0 0	15 0 0
			Plate of gold, for every 1000. value	10 0 0	10 0 0
			silver, gilt and ungilt, for every 1000. value	together with the stamp duty. Free.	together with the stamp duty. Free.
			battered	12 10 0	12 10 0
			wire, gilt or plated, for every 1000. value	12 10 0	12 10 0
			silver, for every 1000. value	12 10 0	12 10 0
			Platina, and ore of, for every 1000. value	0 10 0	0 10 0
			Quicksilver, per lb.	0 0 1	0 0 1
			Spelter or zinc, viz.		
			crude, in cakes, and not rolled or otherwise manufactured, per ton	0 1 0	0 1 0
			rolled, but not otherwise manufactured, per ton	2 10 0	2 10 0
			manufactures of, for every 1000. value	10 0 0	10 0 0
			Steel, manufactures of, for every 1000. value	15 0 0	15 0 0
			unwrought, for every 1000. value	15 0 0	
			of and from British possessions, per ton		0 1 0
			Talc, per cwt.	0 10 0	0 2 5
			Tin, ore and regulus of, per ton	2 10 0	0 10 0
			in blocks, ingots, bars, or slabs, per cwt.	0 6 0	0 3 0
			manufactures of, not otherwise enumerated, for every 1000. value	15 0 0	15 0 0
			foil, per lb.	0 0 6	0 0 6
Class VI. — ORES, MINERALS, METALS, AND MANUFACTURES THEREOF.			Class VII. — OILS, EXTRACTS, PERFUMERY, &c.		
Antimony, ore of, per ton	0 1 0	0 1 0	Aquaforis, per cwt.	0 5 0	0 5 0
brude, per cwt.	0 2 0	0 0 6	Chiric acid, per lb.	0 0 2	0 0 2
regulus, per cwt.	0 4 0	0 1 0			
Arsenic, per cwt.	0 1 0	0 0 6			
Brass, manufactures of, for every 1000. value	15 0 0	15 0 0			
powder of, per lb.	0 0 6	0 0 6			
Brimstone, per cwt.	0 0 6	0 0 5			
refined, in rolls, per cwt.	0 2 0	0 1 0			
in flour, per cwt.	0 2 0	0 1 0			
Bronze manufactures:—					
all works of art, of, per cwt.	1 0 0	1 0 0			
other manufactures of, for every 1000. value	15 0 0	15 0 0			
powder of, for every 1000. value	15 0 0	15 0 0			
other manufactures of, for every 1000. value	15 0 0	15 0 0			
Bullion and foreign coin of gold or silver, and ore of gold or silver, or of which the major part in value is gold and silver	Free.	Free.			
Buttons, for every 1000. value	15 0 0	15 0 0			
Coals, culm, and clinders, per ton	0 1 0	0 0 6			
Cobalt ore, for every 1000. value	1 0 0	1 0 0			
Copper, ore of, viz.					
containing not more than 15 parts of copper, per ton of metal	3 0 0	1 0 0			
containing not more than 20 parts of copper, per ton of metal	4 10 0	1 0 0			
containing more than 20 parts of copper, per ton of metal	6 0 0	1 0 0			
old, fit only to be re-manufactured, per cwt.	0 7 6	0 3 6			
unwrought, viz. in bricks or pigs					
rose copper, and all cast copper, per cwt.	0 8 9	0 4 0			
in part wrought, viz. bars, rods, or ingots, hammered or raised, per cwt.	0 10 0	0 5 0			
in plates, and copper coin, per cwt.	0 10 0	0 5 0			
manufactures of copper not otherwise enumerated or described, and copper plates engraved, for every 1000. value	15 0 0	15 0 0			
Copper or brass wire, for every 1000. value	12 10 0	12 10 0			
Copperas, blue, per ton	1 0 0	0 10 0			
green, per ton	1 0 0	0 10 0			
white, per ton	1 0 0	0 10 0			
Crystal, rough, for every 1000. value	5 0 0	2 10 0			
cut, or manufactured, except beads, for every 1000. value	15 0 0	15 0 0			

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class VII. — OILS, EXTRACTS, PERFUMERY, &c.—continued.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class VIII. — DYE STUFFS, DRUGS, RESINS, &c.—continued.	<i>L. s. d.</i>	<i>L. s. d.</i>
Essences not otherwise described, viz.,			Aloes, per lb. -	0 0 2	0 0 1
Extract of cardamoms, for every 100 <i>l.</i> value -	20 0 0	20 0 1	Alum, per cwt. -	0 2 0	0 2 0
coccus indicus, for every 100 <i>l.</i> value -	20 0 0	20 0 0	rock, per cwt. -	0 2 0	0 2 0
guinea grains of paradise, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Amber, rough, per cwt. -	0 3 0	0 3 0
licorice, for every 100 <i>l.</i> value -	20 0 0	20 0 0	manufactures of, not enumerated, for every 100 <i>l.</i> value -	15 0 0	15 0 0
mex vanilla, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Ambergris, per oz. -	0 0 3	0 0 3
opium, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Angelica, per cwt. -	0 4 0	0 4 0
guinea pepper, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Annatto, roll and flag, per cwt. -	0 1 0	0 1 0
Peruvian or Jesuits' bark, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Aristolochia, per cwt. -	0 1 0	0 1 0
quassia, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Argol, per cwt. -	0 0 6	0 0 6
radix rhatanhia, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Asbes, viz.,		
vitriol, for every 100 <i>l.</i> value -	20 0 0	20 0 0	pearl and pot, per cwt. -	0 0 6	Free.
Extract or preparation of any article, not being particularly enumerated or described, nor otherwise charged with duty, for every 100 <i>l.</i> value -	20 0 0	20 0 0	soap weed and wood, per cwt. -	0 0 6	Free.
or, and in lieu of the above duty, at the option of the importer -	0 5 0	0 5 0	not enumerated, for every 100 <i>l.</i> value -	5 0 0	Free.
Nuts or kernels thereof, not particularly enumerated or charged with duty, and commonly used for expressing oil therefrom, per ton -	0 1 0	0 0 6	Asphaltum, per ton -	0 1 0	0 1 0
Oil of almonds, per lb. -	0 0 2	0 0 2	Balsam, Canada, per lb. -	0 0 1	0 0 1
boys, per lb. -	0 0 2	0 0 2	capivi, per cwt. -	0 4 0	0 4 0
animals, raw, not otherwise enumerated, per cwt. -	0 1 3	0 1 3	Feru, per lb. -	0 0 3	0 0 3
castor, per cwt. -	0 1 3	0 1 3	Niger, per lb. -	0 0 1	0 0 1
chemical, essential, or perfumed, viz.,			and farther, as foreign spirits, per gallon -	1 2 6	1 2 6
caraway, per lb. -	0 2 0	0 2 0	Tolu, per lb. -	0 0 2	0 0 2
cloves, per lb. -	0 4 0	0 4 0	balsam of Gilead, and all balsams not otherwise enumerated or described, per lb. -	0 0 6	0 0 6
lavender, per lb. -	0 2 0	0 2 0	Barilla, per ton -	0 5 0	0 5 0
mint, per lb. -	0 2 0	0 2 0	Bark, Ceylon, per cwt. -	0 1 0	0 1 0
peppermint, per lb. -	0 2 0	0 2 0	Cassia, per cwt. -	0 1 0	0 1 0
spike, per lb. -	0 2 0	0 2 0	of other sorts, per cwt. -	0 1 0	0 1 0
casala, per lb. -	0 1 0	0 1 0	for tanners' or dyers' use, per cwt. -	0 0 3	0 0 1
bergamot, per lb. -	0 1 0	0 1 0	extract of, or other vegetable substances to be used only for tanning leather, per cwt. -	0 1 0	0 0 1
lemon, per lb. -	0 1 0	0 1 0	Berries, bay, per cwt. -	0 1 0	0 1 0
otto of roses, per lb. -	0 1 0	0 1 0	juniper, per cwt. -	0 1 0	0 1 0
thyme, per lb. -	0 1 0	0 1 0	yellow, per cwt. -	0 1 0	0 1 0
all other sorts, per lb. -	0 1 0	0 1 0	made use of in chemical processes, per ton -	0 1 0	0 1 0
cocoa nut, per cwt. -	0 1 3	0 0 7½	Bitumen Judaicum, per ton -	0 1 0	0 1 0
linseed, per tun -	6 0 0	1 0 0	Boracic acid, per cwt. -	0 0 6	0 0 6
hempsed and rapeseed, per tun -	6 0 0	1 0 0	Borax, refined, per cwt. -	0 0 1	0 0 1
olive, per tun -	2 0 0	1 0 0	Camomile flowers, per lb. -	0 0 1	0 0 1
Imported in a ship belonging to any of the subjects of the king of the Two Sicilies, per tun -	4 0 0		Camphor, per cwt. -	0 1 0	0 1 0
palm -	0 0 6	0 0 6	refined, per cwt. -	0 1 0	0 1 0
paran, per tun -	2 0 0	1 0 0	Canela alba, per lb. -	0 0 1	0 0 1
rock, per cwt. -	0 6 0	0 5 0	Cantharides, per lb. -	0 0 3	0 0 3
seeds, not otherwise enumerated or described, per tun -	6 0 0	1 0 0	Cardamoms, per lb. -	0 0 2	0 0 2
Oil, train, blubber, and spermaceti, the produce of fish or creatures living in the sea, taken and caught by the crews of British vessels, and imported direct from the fishery, or from any British possession, in a British vessel, per tun -		0 1 0	Cassia, per cwt. -	0 1 0	0 1 0
train, and blubber, the produce of fish or creatures living in the sea, taken and caught by the crews of British vessels, and imported direct from the fishery, or from any British possession, in a British vessel, per tun -		0 1 0	Cassia fistula, per lb. -	0 0 6	0 0 6
produce of fish or creatures living in the sea, taken and caught by the crews of British vessels, and imported direct from the fishery, or from any British possession, in a British vessel, per tun -		0 1 0	buds, per lb. -	0 0 6	0 0 3
July, 1845, per tun -	6 0 0		Castor, per cwt. -	0 2 0	0 2 0
spermaceti, of foreign fishing, from and after 5th July, 1845, per tun -	15 0 0		China root, per lb. -	0 0 3	0 0 3
walnut, per cwt. -	0 6 0	0 3 0	Cinnabaris nativa, per cwt. -	0 1 0	0 1 0
or spirit of turpentine, per cwt. -	0 5 0	0 2 6	Citrate of lime, per cwt. -	0 5 0	0 5 0
not particularly enumerated or described, nor otherwise charged with duty, for every 100 <i>l.</i> value -	20 0 0	10 0 0	Civet, per oz. -	0 2 0	0 2 0
Orange flower water, per lb. -	0 0 1	0 0 1	Cobalt, per ton -	0 5 0	0 5 0
Perfumery, not otherwise charged, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Cocculus Indicus, per cwt. -	0 7 6	0 7 6
Pomatum, for every 100 <i>l.</i> value -	20 0 0	20 0 0	Cochineal and granilla, per cwt. -	0 1 0	0 1 0
Water, Cologne, per flask (30 containing not more than one gallon) -	0 1 0	0 1 0	dust, per cwt. -	0 1 0	0 1 0
Class VIII. — DYE STUFFS, DRUGS, RESINS, &c.			Colocynth, per lb. -	0 1 0	0 1 0
Alkali, not being barilla, per cwt. -	0 1 6	0 1 6	Columbo root, per cwt. -	0 1 0	0 1 0
Alkanet root, per cwt. -	0 1 0	0 1 0	Cream of tartar, per cwt. -	0 1 0	0 1 0
			Cubebs, per lb. -	0 0 1	0 0 1
			Cutch, per lb. -	0 5 0	0 5 0
			Divi divi, per ton -	0 5 0	0 5 0
			Drugs not enumerated, per cwt. -	0 1 0	0 1 0
			Fustic, per ton -	0 2 0	0 2 0
			Gelatine, per cwt. -	0 10 0	0 10 0
			Galls, per cwt. -	0 1 0	0 1 0
			Gamboge, per cwt. -	0 1 0	0 1 0
			Gentian, per ton -	0 5 0	0 5 0
			Ginseng, per ton -	0 5 0	0 5 0
			Glue, per cwt. -	0 3 0	0 3 0
			clippings, or waste of any kind, fit only for glue, for every 100 <i>l.</i> value -	1 0 0	1 0 0
			Grains, Guinea, and of Paradise, per cwt. -	0 15 0	0 15 0
			Gum, viz.,		
			Senegal, per cwt. -	0 1 0	0 1 0
			Arabic, per cwt. -	0 1 0	0 1 0
			copal, per cwt. -	0 1 0	0 1 0
			animal, per cwt. -	0 1 0	0 1 0
			assafoetida, per cwt. -	0 1 0	0 1 0
			ammoniacum, per cwt. -	0 1 0	0 1 0
			galaicum, per cwt. -	0 1 0	0 1 0
			king, per cwt. -	0 1 0	0 1 0
			mastic, per cwt. -	0 1 0	0 1 0
			tragacanth, per cwt. -	0 1 0	0 1 0
			euphorbium, per cwt. -	0 1 0	0 1 0
			shell lac, per cwt. -	0 1 0	0 1 0
			lac dye, per cwt. -	0 1 0	0 1 0
			seed, per cwt. -	0 1 0	0 1 0
			not enumerated, per cwt. -	0 1 0	0 1 0
			Heliosc, per cwt. -	0 3 0	0 3 0
			Isinglass, per cwt. -	2 7 6	0 6 6

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class VIII. — DYE STUFFS, DRUGS, RESINS, &c.—continued.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class IX. — SKINS AND FURS—continued.	<i>L. s. d.</i>	<i>L. s. d.</i>
Indigo, per cwt. -	0 2 0	0 1 0	Indian, tanned, tawed, or in any way dressed, per skin -	0 0 6	0 0 3
Jalap, per lb. -	0 0 1	0 0 1	Dog, in the hair, not tanned, tawed, or in any way dressed, per dozen skins -	0 0 2	0 0 1
Lac, viz. sticklac, per cwt. -	0 0 1	0 0 1	fish, undressed, per dozen skins -	0 1 0	0 0 1
Lavender flowers, per lb. -	0 0 1	0 0 1	Elk, undressed, per skin -	0 0 6	0 0 3
Leaves of roses, per lb. -	0 0 2	0 0 2	Ermine undressed, per dozen skins -	0 0 6	0 0 3
Leeches, for every 1000. value -	5 0 0	5 0 0	do dressed, per dozen skins -	0 2 0	0 1 0
Manna, per lb. -	0 0 1	0 0 1	Fisher, undressed, per dozen skins -	0 4 0	0 2 0
Moss, viz. -			Fitch, undressed, per dozen skins -	0 0 6	0 0 3
lichen islandicus, per ton -	0 5 0	0 5 0	Fox, undressed, per skin -	0 0 2	0 0 1
rock, for dyers' use, per ton not enumerated, for every 1000. value -	1 0 0	1 0 0	Goat, raw or undressed, per dozen skins -	0 0 3	0 0 2
Madder, per cwt. -	0 0 6	0 0 6	tanned, tawed, or in any way dressed, per dozen skins -	0 5 0	0 2 6
root, per cwt. -	0 0 3	0 0 3	Goose, undressed, per dozen skins -	0 1 0	0 0 6
Morphia and its salts, per lb. -	0 5 0	0 5 0	Hare, undressed, per 100 skins -	0 0 6	0 0 3
Musk, per oz. -	0 0 6	0 0 6	Husse, undressed, per dozen skins -	0 3 0	0 1 6
Myrrh, per cwt. -	0 1 0	0 1 0	Kangaroo, undressed, per dozen skins -	0 0 2	0 0 1
Nitre, viz. cubic nitre, per cwt. -	0 0 6	0 0 6	Kid, in the hair, undressed, per 100 skins -	0 0 4	0 0 2
Nux vomica, per cwt. -	0 5 0	0 5 0	do dressed, per 100 skins -	0 5 0	0 2 6
Ochre, per cwt. -	0 0 6	0 0 6	ditto, and dyed or coloured, per 100 skins -	0 10 0	0 5 0
Opium, per lb. -	0 1 0	0 1 0	Kotinski, undressed, per dozen skins -	0 1 0	0 0 6
Olibanum, per cwt. -	0 1 0	0 1 0	Lamb, undressed, in the wool, per 100 skins -	0 0 4	0 0 2
Orcinal, per cwt. -	0 5 0	0 5 0	tanned or tawed, per 100 skins -	0 5 0	0 2 6
Orpiment, per cwt. -	0 1 0	0 1 0	do tanned or tawed, dyed, or coloured, per 100 skins -	0 10 0	0 5 0
Orris root, per cwt. -	0 5 0	0 5 0	Leopard, undressed, per skin -	2 0 0	1 0 0
Painters' colours not particularly charged, viz. -			Lion, undressed, per skin -	0 0 6	0 0 3
unmanufactured, for every 1000. value -	1 0 0	1 0 0	Lynx, undressed, per skin -	0 0 6	0 0 3
manufactured, for every 1000. value -	10 0 0	10 0 0	Marten, undressed, per skin -	0 0 4	0 0 2
Pink root, per lb. -	0 0 1	0 0 1	tails, undressed, per 100 skins -	0 2 6	0 1 3
Pitch, Burgundy, per cwt. -	0 0 2	0 0 2	Mink, undressed, per dozen skins -	0 1 0	0 0 6
Quassia, per cwt. -	0 10 0	0 10 0	do dressed, per skin -	0 0 6	0 0 3
Quinine, sulphate of, per oz. -	0 0 6	0 0 6	Male, undressed, per 100 skins -	0 3 0	0 1 6
Radix, viz. -			Musquash, undressed, per 100 skins -	0 1 0	0 0 6
contrayerva, per lb. -	0 0 1	0 0 1	Nutree, undressed, per 100 skins -	0 1 0	0 0 6
emule campane, per cwt. -	0 2 0	0 2 0	Otter, undressed, per skin -	0 0 2	0 0 1
eringii, per cwt. -	0 2 0	0 2 0	Ounce, undressed, per skin -	0 0 2	0 0 1
ipeacuanha, per lb. -	0 1 0	0 1 0	Panther, undressed, per skin -	0 1 0	0 0 6
rhanias, per lb. -	0 0 1	0 0 1	Pelts of all sorts, undressed, per dozen pelts -	0 1 0	0 0 6
seneca, per lb. -	0 0 1	0 0 1	tanned, tawed, or in any way dressed, per dozen pelts -	0 5 0	0 2 6
serpentaria or snake root, per lb. -	0 0 2	0 0 2	Raccoon, undressed, per dozen skins -	0 1 6	0 0 9
Rhubarb, per lb. -	0 0 3	0 0 3	Sable, undressed, per skin -	0 2 0	0 1 0
Saccharum Saturni, per cwt. -	0 10 0	0 10 0	tails or tips, undressed, per dozen skins -	0 1 6	0 0 9
Safflower, per cwt. -	0 1 0	0 1 0	Seal, in the hair, not tanned, tawed, or in any way dressed, per skin -	0 0 4	0 0 4
Saffron, per lb. -	0 1 0	0 1 0	of British taking, imported direct from the fishery or a British possession, per dozen skins -	-	0 0 1
Sai, viz. -			Sheep, undressed, in the wool, per dozen skins -	0 0 6	0 0 3
amoniac, per cwt. -	0 1 0	0 1 0	tanned or tawed, per 100 skins -	0 12 0	0 6 0
linum, per cwt. -	0 1 0	0 1 0	do dressed in oil, per 100 skins -	1 10 0	0 10 0
prunella, per cwt. -	0 1 0	0 1 0	Squirrel or calabar, undressed, per 100 skins -	0 3 0	0 1 6
Salep or Salop, per cwt. -	0 1 0	0 1 0	tawed, per 100 skins -	0 5 0	0 2 6
Salpetre, per cwt. -	0 0 6	0 0 6	Woad, undressed, for every 1000. value -	5 0 0	2 10 0
Sanguis draconis, per cwt. -	0 4 0	0 4 0	Swan, undressed, per skin -	0 0 3	0 0 2
Sansaparilla, per lb. -	0 0 1	0 0 1	Tiger, undressed, per skin -	0 1 6	0 0 9
Sassafras, per cwt. -	0 0 6	0 0 6	Woad, undressed, per dozen skins -	0 0 3	0 0 2
Scammony, per lb. -	0 0 6	0 0 6	Wolf, undressed, per dozen skins -	0 2 0	0 1 0
Senna, per lb. -	0 0 1	0 0 1	do tawed, per skin -	0 5 0	0 2 6
Shumack, per ton -	0 1 0	0 1 0	Wolverings, undressed, per skin -	0 0 3	0 0 2
Smalts, per lb. -	0 0 2	0 0 2	Skins and furs, or pieces of skins and furs, raw or undressed, not particularly enumerated or described, nor otherwise charged with duty, for every 1000. value -	5 0 0	2 10 0
Squills, dried, per cwt. -	0 0 6	0 0 6	Skins and furs, or pieces of skins and furs, tanned, carried, or in any way dressed, not particularly enumerated or described, nor otherwise charged with duty, for every 1000. value -	10 0 0	5 0 0
not dried, per cwt. -	0 0 6	0 0 6	Articles manufactured of skins or furs, for every 1000. value -	20 0 0	10 0 0
Tartaric acid, per lb. -	0 0 1	0 0 1			
Terra, viz. -					
japonica, per ton -	0 5 0	0 5 0			
siemsa, per ton -	0 10 0	0 10 0			
umbra, per cwt. -	0 4 0	0 4 0			
verde, per ton -	0 5 0	0 5 0			
Tinical, per ton -	0 1 0	0 1 0			
Torsal, per cwt. -	0 1 0	0 1 0			
Turneric, per ton -	0 5 0	0 5 0			
Turpentine of Venice, Scio, or Cyprus, per lb. -	0 0 10	0 0 10			
Valonia, per ton -	0 5 0	0 5 0			
Varnish not otherwise described, for every 1000. value -	15 0 0	15 0 0			
Verdigris, per cwt. -	0 0 1	0 0 1			
Verjuice, per ton -	10 0 0	10 0 0			
Vermilion, per lb. -	0 0 3	0 0 3			
Wax, bees' wax, per cwt. -	0 2 0	0 1 0			
in any degree bleached, per cwt. -	1 0 0	0 10 0			
myrtle wax, per cwt. -	0 2 0	0 1 0			
sealing wax, for every 1000. value -	15 0 0	15 0 0			
Woad, per ton -	0 5 0	0 5 0			
Weid, per ton -	0 5 0	0 5 0			
Zaffre, per cwt. -	0 1 0	0 1 0			
Class IX. — SKINS AND FURS.					
Skins, furs, pelts, and tails, viz. :—					
Badger, undressed, per dozen skins -	0 1 6	0 0 2			
Bear, per skin -	0 3 0	0 2 0			
Beaver, undressed, per skin -	0 0 8	0 0 2			
Cat, undressed, per dozen skins -	0 1 0	0 0 6			
Chinchilla, undressed, per dozen skins -	0 2 0	0 1 0			
Coney, undressed, per 100 skins -	0 0 6	0 0 3			
Deer, undressed, per skin -	0 0 1	0 0 0			
Indian, half-dressed, per skin -	0 0 2	0 0 1			

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class X. — HIDES, RAW AND TANNED.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class XII. — COTTON, HAIR, LINEN, WOOL, AND MANUFACTURES THEREOF — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>
Hides of horse, mare, gelding, buffalo, bull, cow, ox, calf, kid, swine, and hog, sea-cow, elephant, and stand, or large deer: —			Cotton, hair, linen, wool, &c. viz.		
not tanned, tawed, curried, or in any way dressed, viz.			Cotton articles, or manufactures of cotton, wholly or in part made up, not otherwise charged with duty, for every 100 <i>l.</i> value	20 0 0	10 0 0
dry, per cwt. - - -	0 0 6	0 0 2	Flax and tow, or cordilla of hemp or flax, whether dressed or undressed, per cwt. - - -	0 0 1	0 0 1
wet, per cwt. - - -	0 0 3	0 0 1	Flocks, per cwt. - - -	0 5 0	0 2 6
whether whole, cut, rounded, or trimmed, or pieces thereof, not cut into shapes, tanned, but not otherwise dressed, per lb. - - -	0 0 2	0 0 1	Gauze of thread, for every 100 <i>l.</i> value	15 0 0	7 10 0
tawed, curried, or in any way dressed, but not being varnished, japanned, or enamelled, per lb. - -	0 0 4	0 0 2	Hair, viz.		
if varnished, japanned, or enamelled, per lb. - -	0 0 6	0 0 3	camel's hair or wool, per lb. - - -	0 0 1	Free.
Losh hides, per lb. - - -	0 0 4	0 0 2	cow, ox, bull, or elk hair - -	0 0 6	0 0 3
Moscow or Russia hides, or pieces thereof, tanned, coloured, shaved, or otherwise dressed, per lb. - - -	0 0 4	0 0 2	goats' hair. See Wool.		
Hides, or pieces thereof, raw or undressed, not otherwise enumerated, for every 100 <i>l.</i> value	5 0 0	2 10 0	horse hair, per cwt. - - -	0 0 6	0 0 3
Hides, or pieces thereof, tanned, tawed, curried, or in any way dressed, not otherwise enumerated, for every 100 <i>l.</i> value	10 0 0	5 0 0	not otherwise enumerated or described, for every 100 <i>l.</i> value	5 0 0	2 10 0
Class XI. — MANUFACTURES OF LEATHERS.			manufactures of hair or goats' wool, or of hair or goats' wool and any other material, and articles of such manufacture wholly or in part made up, not particularly enumerated or otherwise charged with duty, for every 100 <i>l.</i> value	15 0 0	7 10 0
Leather manufactures, viz.			Inkle unwrought, per lb. - -	0 0 6	0 0 3
Boots, shoes, and calashes, viz.			wrought, per lb. - - -	0 1 0	0 0 6
women's boots and calashes, per dozen pairs - - -	0 12 0	0 12 0	Linen, or linen and cotton, viz.		
if lined or trimmed with fur or other trimming, per dozen pairs - - -	0 15 0	0 15 0	cambrics and lawns, commonly called French lawns, the piece not exceeding eight yards in length, and not exceeding seven eighths of a yard in breadth, and so in proportion for any greater or less quantity: —		
shoes, with cork or double soles, quilted shoes and clogs, per dozen pairs - - -	0 10 0	0 10 0	plain, per piece bedspread, handkerchief per piece - - -	0 5 0	0 5 0
if trimmed or lined with fur or any other trimming, per dozen pairs - - -	0 12 0	0 12 0	lawns of any other sort, not French, for every 100 <i>l.</i> value	15 0 0	15 0 0
women's shoes of silk, satin, jean, or other stuffs, kid, morocco, or other leather, per dozen pairs - - -	0 9 0	0 9 0	lace thread, for every 100 <i>l.</i> value	12 10 0	12 10 0
women's shoes, if trimmed or lined with fur or any other trimming, per dozen pairs - - -	0 10 0	0 10 0	made by the hand, commonly called cushion or pillow lace, whether of linen, cotton, or silk thread, for every 100 <i>l.</i> value	12 10 0	12 10 0
girls' boots, shoes, and calashes, not exceeding seven inches in length, to be charged with two thirds of the above duties.	1 8 0	1 8 0	damasks, per square yard - -	0 0 10	0 0 10
men's boots, per dozen pairs shoes, per dozen pairs - -	0 14 0	0 14 0	damask diaper, per square yard - - -	0 0 5	0 0 5
boys' boots and shoes, not exceeding seven inches in length, to be charged with two thirds of the above duties.			plain linens and diaper, not otherwise enumerated or described, and whether chequered or striped with dyed yarn or not, for every 100 <i>l.</i> value	15 0 0	15 0 0
Leather, viz.			sails, for every 100 <i>l.</i> value - in actual use of a British ship, and fit and necessary for such ship, and not otherwise disposed of - - -	15 0 0	15 0 0
Boot fronts, not exceeding nine inches in height, per dozen pairs - - -	0 5 6	0 5 6	sails, if and when otherwise disposed of, for every 100 <i>l.</i> value	Free.	Free.
exceeding nine inches in height, per dozen pairs - - -	0 5 6	0 5 6	manufactures of linen, or of linen mixed with cotton or with wool, not particularly enumerated or otherwise charged with duty, for every 100 <i>l.</i> value	15 0 0	15 0 0
Leather cut into shapes, or any article made of leather, or any manufacture whereof leather is the most valuable part, not otherwise enumerated or described, for every 100 <i>l.</i> value	15 0 0	15 0 0	Thread, not otherwise enumerated or described, for every 100 <i>l.</i> value	10 0 0	5 0 0
Gloves of leather, viz.			Wool, viz.		
Habit mitts, per dozen pairs - -	0 2 4	0 2 4	alpaca, and the llama tribe, per cwt. - - -	0 2 6	0 2 6
Habit gloves, per dozen pairs - -	0 3 6	0 3 6	beaver, per lb. - - -	0 0 6	0 0 3
Men's gloves, per dozen pairs - -	0 3 6	0 3 6	cut and combed, per lb. - - -	0 1 0	0 0 6
Women's gloves, or mitts, per dozen pairs - - -	0 4 6	0 4 6	combed, per lb. - - -	0 0 1	0 0 1
Parchment, per dozen sheets - -	0 6 0	0 6 0	cotton, or waste of common wool, per cwt. - - -	0 2 11	0 0 4
Vellum, per skin - - -	0 1 0	0 1 0	goats, or hair, per cwt. - -	0 2 6	Free.
Class XII. — COTTON, HAIR, LINEN, WOOL, AND MANUFACTURES THEREOF.			hates, per lb. - - -	0 0 1	Free.
Cotton, hair, linen, wool, &c., viz.			sheep or lambs' wool, viz. not being of the value of 1 <i>s.</i> the lb. thereof, per lb. - - -	0 0 0	Free.
Bandstring twist, the dozen knots, each containing 32 yards - - -	0 5 0	0 2 6	being of the value of 1 <i>s.</i> the lb., or upwards, per lb. - - -	0 0 1	Free.
Candlewick, per cwt. - - -	0 8 8	0 4 4			
Cotton, manufactures of, for every 100 <i>l.</i> value - - -	10 0 0	5 0 0			
yarn, for every 100 <i>l.</i> value - -	10 0 0	5 0 0			

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class XII. — COTTON, HAIR, LINES, WOOL, AND MANUFACTURES THEREOF—continued.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class XIII.—GLASS, EARTHENWARE, AND PORCELAIN — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>
Woolens, viz.			and further, on account of the excise duty, per superficial foot	0 4 0	0 4 0
Manufactures of wool, not being goats' wool, or of wool mixed with cotton, not particularly enumerated or described, nor otherwise charged with duty, for every 100 <i>l.</i> value	15 0 0	5 0 0	Class XIV.—SILK, AND MANUFACTURES OF SILK.		
Articles of manufactures of wool, not goats' wool or of wool mixed with cotton, wholly or in part made up, not otherwise charged with duty, for every 100 <i>l.</i> value	20 0 0	10 0 0	Silk, viz.		
Yarn, raw linen, per cwt.	0 1 0	0 1 0	knubs or husks of silk, and waste silk, per cwt.	0 1 0	0 0 6
worsted, per lb.	0 0 6	0 0 6	raw silk, per lb.	0 0 1	0 0 1
camel or mohair, per lb.	0 0 0	0 0 1	thrown silk, not dyed, viz.		
Class XIII.—GLASS, EARTHENWARE, AND PORCELAIN.			singles, per lb.	0 1 0	0 0 6
Beads and Bubles of glass, per lb.	0 0 3	0 0 3	tram, per lb.	0 1 0	0 0 6
Bottles of earth or stone, and empty, per dozen	0 0 2	0 0 2	organzine and crape silk, per lb.	0 1 0	0 0 6
of glass covered with wicker, (not being flint or cut glass, or of green or common glass), per cwt.	0 4 0	0 4 0	thrown silk, dyed, viz.		
and further, on account of the excise duty, per cwt.	0 7 0	0 7 0	singles or tram, per lb.	0 2 0	0 1 0
of glass not otherwise enumerated or described, per cwt.	1 0 0	1 0 0	organzine or crape silk, per lb.	0 2 0	0 1 0
and further, on account of the excise duty, per cwt.	1 0 0	1 0 0	manufactures of silk, or of silk mixed with any other material, the produce of Europe, viz.		
China or porcelain ware, viz.			silk or satin, plain, per lb.	0 11 0	—
plain, for every 100 <i>l.</i> value—painted, gilt, or ornamented, for every 100 <i>l.</i> value	15 0 0	15 0 0	or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	25 0 0	—
Earthenware, not otherwise enumerated or described, for every 100 <i>l.</i> value	20 0 0	20 0 0	silk, figured or brocaded per lb.	0 15 0	—
Enamel, per lb.	10 0 0	10 0 0	or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	30 0 0	—
Glass, viz.	0 2 0	0 2 0	gauze plain, per lb.	0 17 0	—
crystal glass, or any kind of window glass, not exceeding one ninth of an inch in thickness, and not being plate glass or German sheet glass, per cwt.	1 10 0	1 10 0	or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	30 0 0	—
and further, on account of the excise duty, per cwt.	5 3 0	5 3 0	gauze, striped, figured, or brocaded, per lb.	1 7 6	—
flint and cut glass, for every 100 <i>l.</i> value	30 0 0	30 0 0	or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	30 0 0	—
and further, on account of the excise duty, per cwt.	1 0 0	1 0 0	craps, plain, per lb.	0 16 0	—
German sheet glass, white or coloured, not exceeding one ninth of an inch in thickness, and shades, per cwt.	1 10 0	1 10 0	or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	30 0 0	—
and further, on account of the excise duty, per cwt.	4 4 0	4 4 0	craps, figured, per lb.	0 18 0	—
all glass exceeding one ninth of an inch in thickness; all silvered or polished glass, of whatever thickness, and plate glass, however small each pane, plate, or sheet, superficial measure, viz.			or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	30 0 0	—
not containing more than 9 square feet, per square foot	0 4 0	0 4 0	velvet, plain, per lb.	1 2 0	—
containing more than 9 square feet, and not more than 14 square feet, per square foot	0 5 0	0 5 0	or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	30 0 0	—
containing more than 14 square feet, and not more than 36 square feet, per square foot	0 6 0	0 6 0	velvet, figured, per lb.	1 7 6	—
containing more than 36 square feet, per square foot	0 7 0	0 7 0	or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	30 0 0	—
Glass manufactures not otherwise enumerated or described, and old broken glass fit only to be re-manufactured, per cwt.	1 0 0	1 0 0	ribbons, embossed, or figured with velvet, per lb.	0 17 0	—
and further, on account of the excise duty, per cwt.	1 0 0	1 0 0	or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	30 0 0	—
<i>Paintings on glass, for every 100<i>l.</i> value</i>	5 0 0	5 0 0	and further, if mixed with gold, silver, or other metal, in addition to the above rates, when the duty is not charged according to value, per lb.	0 10 0	—
			fancy silk net, or tricot, per lb.	1 4 0	—
			plain silk lace or net, called tulle, per square yard	0 1 4	—
			manufactures of silk, or of silk mixed with any other material, not particularly enumerated or otherwise charged with duty, for every 100 <i>l.</i> value	30 0 0	5 0 0
			millinery of silk, or of which the greater part of the materials is of silk, viz.		
			turbans or caps, each	0 15 0	0 15 0
			hats or bonnets, each	1 5 0	1 5 0
			dressess, each	2 10 0	2 10 0
			or, and at the option of the officers of the customs, for every 100 <i>l.</i> value	40 0 0	40 0 0
			manufactures of silk, or of silk and any other material and articles of the same, wholly or in part		

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class XIV. — SILK, AND MANUFACTURES OF SILK. — <i>continued.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	Class XVII. — COFFEE, COCOA, TEA, AND TOBACCO.	<i>L. s. d.</i>	<i>L. s. d.</i>
made up, not particularly enumerated or otherwise charged with duty, for every 100 <i>l.</i> value	30 0 0	30 0 0	Coffee, per lb. -	0 0 8	0 0 4
Silkworm gut, for every 100 <i>l.</i> value	20 0 0	20 0 0	Cocoa, per lb., husks and shells, per lb. -	0 0 4	0 0 1
Class XV. — NAVAL STORES.			Cocoa paste and chocolate, per lb. -	0 0 6	0 0 2
Bast ropes, twines, and strands, per cwt. -	0 5 0	0 2 6	Tea, per lb. -	0 2 1	0 2 1
Cables (not being iron cables), tarred or untarred, per cwt. -	0 6 0	0 3 0	Tobacco, viz. -		
not being iron cables, in actual use of a British ship, and being fit and necessary for such ship, and not, or until, otherwise disposed of -	Free.	Free.	unmanufactured, per lb. -	0 3 0	0 3 0
if and when otherwise disposed of, for every 100 <i>l.</i> value	10 0 0	5 0 0	snuff, per lb. -	0 6 0	0 6 0
Coir rope, twine and strands, per cwt. -	0 2 6	0 1 3	manufactured, or cigars, per lb. -	0 9 0	0 9 0
Cordage, tarred or untarred, (standing or running rigging in use excepted), per cwt. -	0 6 0	0 3 0	stalks and flour of -	Prohibited.	Prohibited.
in actual use of a British ship, and being fit and necessary for such ship, and not, or until, otherwise disposed of -	Free.	Free.	(manufactured in the United Kingdom, at or within two miles of any port into which tobacco may be imported, made into shag, roll, or cigar, tobacco, drawback upon exportation, or shipment as stores, per lb., 2 <i>s.</i> 7 <i>d.</i>)		
if and when otherwise disposed of, for every 100 <i>l.</i> value	5 0 0	2 10 0	Class XVIII. — SPIRITS AND WINES.		
Hemp dressed, per cwt. -	0 4 0	0 2 0	Spirits or strong waters, of all sorts, viz. -		
rough or undressed, or any other vegetable substance of the nature and quality of undressed hemp, and applicable to the same purposes, per cwt. -	0 0 1	0 0 1	For every gallon of such spirits or strong waters of any strength, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater or less strength than the strength of proof, and for any greater or less quantity than a gallon, viz. -		
Onkin, per cwt. -	0 0 6	0 0 1	being spirits or strong waters, not the produce of any British possession, and not being sweetened spirits, or spirits mixed with any article, so that the degree of strength thereof cannot be exactly ascertained by such hydrometer, per gallon -	1 2 6	-
Pitch, per cwt. -	0 2 0	0 1 0	Spirits or strong waters, the produce of any British possession in America, not being sweetened spirits, or spirits so mixed as aforesaid, per gallon -	-	0 9 0
Ships to be broken up, with their tackle, apparel, and furniture (except sails), viz. -			Rum, the produce of any British possession within the limits of the East India Company's charter, not being sweetened spirits, or spirits so mixed as aforesaid, in regard to which the conditions of the act 4 Vict. c. 8. have or shall have been fulfilled, per gallon -	-	0 9 0
foreign ships or vessels, for every 100 <i>l.</i> value	25 0 0	25 0 0	Rum shrub, however sweetened, the produce of and imported from such possessions, in regard to which the conditions of the act 4 Vict. c. 8. have or shall have been fulfilled, or the produce of, and imported from any British possession in America -	-	0 9 0
foreign ships broken up, for every 100 <i>l.</i> value	10 0 0	10 0 0	Spirits or strong waters, the produce of any British possession within the limits of the East India Company's charter, except rum in regard to which the conditions of the act 4 Vict. c. 8. have or shall have been fulfilled, or the produce of, and imported from any British possession in America -	-	0 15 0
British ships or vessels entitled to be registered as such, and not having been built in the United Kingdom -	-	Free.	Spirits, cordials, or strong waters, not being the produce of any British possession in America, nor of any British possession within the limits of the East India Company's		
Tar, the last, containing 12 barrels, each barrel not exceeding 51 <i>g</i> gallons -	0 2 6	0 0 6			
Turpentine, viz. -					
not being of greater value than 9 <i>s.</i> per cwt., the cwt. -	0 0 1	0 0 1			
from 9 <i>s.</i> to 15 <i>s.</i> value per cwt., the cwt. -	0 1 0	0 0 3			
above 15 <i>s.</i> value per cwt. -	0 5 0	0 2 6			
Twine, per cwt. -	0 10 0	0 5 0			
Yarn, cable yarn, per cwt. -	0 6 0	0 3 0			
Class XVI. — STONES, BRICKS, AND TILES.					
Bricks or clinkers (Dutch) per 1,000 -	0 10 0	0 5 0			
other sorts, per 1,000 -	0 15 0	0 7 6			
Chalk, manufactured, and not otherwise enumerated, for every 100 <i>l.</i> value	5 0 0	2 10 0			
prepared or manufactured, and not otherwise enumerated, for every 100 <i>l.</i> value	10 0 0	5 0 0			
Gypsum, per ton -	1 11 8	0 1 3			
Plaster of Paris, per ton -	1 0 0	1 0 0			
Stone, viz. -					
stone, in lumps, not in any manner hewn; slate, and marble in rough blocks or slabs; limestone; flint stones; felspar and stones for potters' use; pebble stones; stone to be used for the purpose of lithography -	Free.	Free.			
stone, in blocks, shaped, or rough scalped, per ton -	0 2 0	0 0 6			
stone and slate, hewn per ton -	0 10 0	0 1 0			
marble, sawn into slabs, or otherwise manufactured, per cwt. -	0 5 0	0 1 6			
Tiles, for every 100 <i>l.</i> value	10 0 0	5 0 0			

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class XVIII. — SPIRITS AND WINES — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class XIX. — MISCELLANEOUS — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>
Spirits or strong waters, of all sorts, viz. charter, in regard to which the conditions of the act 4 Viet. c. 3. have or shall have been fulfilled, sweetened or mixed with any article, so that the degree of strength thereof cannot be exactly ascertained by Sykes's hydrometer, and perfumed spirits to be used as perfumery only, per gallon -	1 10 0	1 10 0	Bristles, rough, and in the tufts, and not in any way sorted, per cwt. -	0 2 6	0 2 6
Cordials, or strong waters, except rum shrub, being the produce of any British possession in America, or of any British possession qualified as aforesaid, sweetened or mixed with any article as aforesaid, per gallon -	-	1 0 0	in any way sorted, or arranged in colours, and not entirely rough and in the tufts, per lb. -	0 0 5	0 0 5
Liqueurs, the produce of and imported from British possessions in America, or of and from any British possession qualified as aforesaid, not being of greater strength than the strength of proof by Sykes's hydrometer, per gallon -	-	0 9 0	Brocade of gold or silver, for every 100 <i>l.</i> value -	20 0 0	20 0 0
being of greater strength by Sykes's hydrometer, except rum shrub, per gallon -	-	0 15 6	Bullrushes, per ton -	0 10 0	0 10 0
Wine, viz. The produce of the Cape of Good Hope, or the territories or dependencies thereof, and imported directly from thence, per gallon -	-	0 2 9	Candles:— spermaceti, per lb. -	0 0 6	0 0 6
French, per gallon -	0 5 6	-	spermaceti, per lb. -	0 0 2½	0 0 2½
Canary, per gallon -	0 5 6	-	tallow, per cwt. -	0 10 0	0 10 0
Madeira, per gallon -	0 5 6	-	wax, per lb. -	0 0 4	0 0 4
Portugal, per gallon -	0 5 6	-	Canes:— bamboo, per 1,000 -	0 0 6	0 0 6
Rhenish, per gallon -	0 5 6	-	rattans, not ground, per 1,000 -	0 5 0	0 5 0
Spanish, per gallon -	0 5 6	-	reed canes, per 1,000 -	0 5 0	0 5 0
Other sorts, per gallon -	0 5 6	-	walking canes or sticks, mounted, painted, or otherwise ornamented, for every 100 <i>l.</i> value -	20 0 0	20 0 0
(The full duties on wine are drawn back upon re-exportation or shipment as stores.)	-	-	or sticks, unenumerated, per 1,000 -	0 5 0	0 5 0
Lees, subject to the same duty as wine, but no drawback is allowed on the lees of wine exported.	-	-	Cards, viz. playing cards, per dozen packs -	4 0 0	4 0 0
Class XIX. — MISCELLANEOUS.	-	-	Carriages of all sorts, for every 100 <i>l.</i> value -	20 0 0	20 0 0
Agates or cornelians, for every 100 <i>l.</i> value -	5 0 0	5 0 0	Casks (empty), for every 100 <i>l.</i> value -	25 0 0	25 0 0
set, for every 100 <i>l.</i> value -	15 0 0	15 0 0	Cast of busts, statues, or figures, per cwt. -	0 2 6	0 2 6
Barbadoes' tar, per cwt. -	0 2 6	0 2 6	Catlings, per gross, containing 12 dozen knots -	0 3 0	0 3 0
Basket rads, peeled, not exceeding three feet in circumference at the band, per bundle -	0 0 6	0 0 6	Chip of willow, for plating, per cwt. -	0 0 1	0 0 1
unpeeled, per bundle -	0 0 3	0 0 3	Clocks, for every 100 <i>l.</i> value -	20 0 0	20 0 0
Baskets, for every 100 <i>l.</i> value -	10 0 0	10 0 0	Clocks or watches, of any metal, impressed with any mark or stamp, appearing to be or to represent any legal British assay mark or stamp, or purporting, by any mark or appearance, to be of the manufacture of the United Kingdom -	Prohibited.	Prohibited.
Beads, strango, for every 100 <i>l.</i> value -	15 0 0	15 0 0	Cork (from and after July 5, 1845), per ton -	0 1 0	0 1 0
coral, for every 100 <i>l.</i> value -	15 0 0	15 0 0	Corks, ready made (from and after July 5, 1845), per lb. -	0 0 8	0 0 8
jet, for every 100 <i>l.</i> value -	15 0 0	15 0 0	squared for rounding, per cwt. -	0 16 0	0 16 0
not otherwise enumerated or described, for every 100 <i>l.</i> value -	15 0 0	15 0 0	fishermen's, per cwt. -	0 2 0	0 2 0
Birds, viz. singing birds, per dozen -	0 8 0	0 8 0	Coral, viz. in fragments, per lb. -	0 0 2	0 0 1
Blacking, per cwt. -	1 0 0	1 0 0	whole, polished, per lb. -	0 12 0	0 0 6
Bladders, per dozen -	0 0 3	0 0 3	unpolished, per lb. -	0 5 6	0 0 6
Books, viz. being of editions printed prior to the year 1801, bound or unbound, per cwt. -	1 0 0	1 0 0	Crayons, for every 100 <i>l.</i> value -	15 0 0	15 0 0
being of editions printed in or since the year 1801, bound or unbound, per cwt. -	5 0 0	5 0 0	Diamonds -	Free.	Free.
being of editions in the foreign living languages, printed in or since the year 1801, bound or unbound, per cwt. -	2 10 0	2 10 0	Dice, per pair -	1 6 2	1 6 2
Bones of cattle and other animals, and of fish (except whale fins), whether burnt or not, or as animal charcoal, per ton -	0 0 6	0 0 6	Down, per lb. -	0 1 5	0 0 7½
Boxes of all sorts, excepting those made wholly or partly of glass, on which the proper glass duty will be levied, for every 100 <i>l.</i> value -	10 0 0	5 0 0	Embroidery and needlework, for every 100 <i>l.</i> value -	20 0 0	20 0 0
			Festhers for beds, in beds or otherwise, per cwt. -	1 0 0	0 10 0
			ostrich, dressed, per lb. -	1 10 0	1 10 0
			undressed, per lb. -	0 0 1	0 0 1
			not otherwise enumerated or described, viz. dressed, for every 100 <i>l.</i> value -	10 0 0	10 0 0
			undressed, for every 100 <i>l.</i> value -	5 0 0	5 0 0
			paddy bird, per lb. -	0 1 0	0 1 0
			Flower roots, for every 100 <i>l.</i> value -	5 0 0	5 0 0
			Flowers, artificial, not made of silk, for every 100 <i>l.</i> value -	25 0 0	25 0 0
			Frames, for pictures, prints, or drawings, for every 100 <i>l.</i> value -	10 0 0	10 0 0
			Garnets, per lb. -	0 5 0	0 5 0
			cut, per lb. -	0 15 0	0 15 0
			Grease, per cwt. -	0 1 8	0 0 5
			Grooves, for dogs, per cwt. -	0 2 0	0 2 0
			Gunpowder, per cwt. -	1 0 0	1 0 0
			Gun-stocks in the rough, of walnut or other woods, per cwt. -	0 0 6	0 0 6
			Guano, per ton -	0 1 0	0 1 0
			Hair, human, per lb. -	0 1 0	0 1 0
			Harp strings or lute strings, silvered, for every 100 <i>l.</i> value -	20 0 0	20 0 0
			Hats or bonnets, viz. of chip, per lb. -	0 5 0	0 5 0
			bust, cane, or horse-hair hats or bonnets, each hat or bonnet not exceeding 22 inches in diameter, per dozen -	0 10 0	0 10 0
			each hat or bonnet exceeding 22 inches in diameter, per dozen -	0 15 0	0 15 0
			straw hats or bonnets, per lb. -	0 8 6	0 8 6

Articles.	Rates of Duty.		Articles.	Rates of Duty.	
	Of or from Foreign Countries.	Of and from British Possessions.		Of or from Foreign Countries.	Of and from British Possessions.
Class XIX. — MISCELLANEOUS — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>	Class XIX. — MISCELLANEOUS — continued.	<i>L. s. d.</i>	<i>L. s. d.</i>
Hats or bonnets, viz.			powder, viz.		
felt, hair, wool, or beaver, each	0 2 6	0 2 6	hair powder, per cwt.	1 0 0	1 0 0
made of silk, or silk shag, laid upon felt, linen, or other material, each	0 5 6	0 5 6	perfumed, per cwt.	1 0 0	1 0 0
Heath, for brushes, per cwt.	0 5 0	0 5 0	Powder, not otherwise enumerated or described, that will serve for the same uses as starch, per cwt.	0 10 0	0 10 0
Hones, per 100	1 0 0	1 0 0	Prints and drawings, plain or coloured, single, each	0 0 1	0 0 1
Hoofs of cattle, for every 1000. value	1 0 0	1 0 0	bound or sewn, per dozen	0 0 5	0 0 5
Horns, horn tips, and pieces of horn, per ton	0 1 0	0 1 0	Quills, goose, per 1,000	0 0 6	0 0 3
Horse grease. See Oil "Animal."			swan, per 1,000	0 3 0	0 1 6
Japaned or lacquered ware, for every 1000. value	15 0 0	15 0 0	Rags, viz.		
Jewels, emeralds, rubies, and all other precious stones (except diamonds and pearls) unset, for every 1000. value	0 0 1	0 0 1	old woollen rags, per ton	0 0 6	0 0 6
Int. for printers, per cwt.	0 10 0	0 10 0	old rags, old ropes or junk, or old fishing nets, fit only for making paper or paste-board, per ton	0 0 6	0 0 6
Lamp black, per cwt.	1 0 0	1 0 0	pulp of rags, per ton	0 0 6	0 0 6
Magna grecia ware, for every 1000. value	5 0 0	5 0 0	Salt	Free.	Free.
Manures not otherwise enumerated or charged with duty, per ton	0 0 6	0 0 6	Scaleboards, per cwt.	1 10 0	1 10 0
Manuscripts, per lb.	0 0 2	0 0 2	Soup, hard, per cwt.	1 10 0	1 0 0
Maps or charts, or parts thereof, plain or coloured, each	0 0 1	0 0 1	soft, per cwt.	1 0 0	0 15 0
Mats and matting, for every 1000. value	5 0 0	2 10 0	Napies, per cwt.	2 16 0	2 16 0
Mattresses, for every 1000. value	10 0 0	10 0 0	Spa ware, for every 1000. value	15 0 0	15 0 0
Mill boards, per cwt.	1 10 0	1 10 0	Spermaceti, fine, for every 1000. value	25 0 0	25 0 0
Models of cork or wood, for every 1000. value	5 0 0	5 0 0	Sponge, per lb.	0 0 6	0 0 1
Mother-of-pearl shells, for every 1000. value	5 0 0	5 0 0	Starch, per cwt.	0 10 0	0 5 0
Musical instruments, for every 1000. value	15 0 0	15 0 0	gum, of, torrefied, or calcined, commonly called		
Mustard flour, per cwt.	0 12 0	0 12 0	British gum, per cwt.	0 15 0	0 15 0
Palmetto thatch, per cwt.	—	0 0 1	Straw or grass, for plaiting, per cwt.	0 0 1	0 0 1
manufactures of, for every 1000. value	—	5 0 0	Stavesacre, per cwt.	0 4 0	0 4 0
Paper, viz.			Sulphur impressions, for every 1000. value	5 0 0	5 0 0
brown, made of old rope or cordage only, without separating or extracting the pitch or tar therefrom, and without any mixture of other materials therewith, per lb.	0 0 5	0 0 5	Tallow, per cwt.	0 5 2	0 0 3
printed, painted, or stained paper, or paper hangings, or flock paper, per square yard	0 1 0	0 1 0	Tarras, per bushel	0 0 3	0 0 3
waste, unless printed on in the English language, or paper of any other sort not particularly enumerated or described, nor otherwise charged with duty, per lb.	0 0 4	0 0 4	Teasles, per 1,000	0 0 3	0 0 3
in the English language	Prohibited.	Prohibited.	Teeth, elephants, sea cow, sea horse, or sea moose, per cwt.	0 1 0	0 1 0
Paste boards, per cwt.	1 10 0	1 10 0	Telescopes, for every 1000. value	15 0 0	15 0 0
Pencils, for every 1000. value	15 0 0	15 0 0	Tobacco-pipes of clay, for every 1000. value	15 0 0	15 0 0
of slate, for every 1000. value	15 0 0	15 0 0	Tortoiseshell or turtleshell, unmanufactured, per lb.	0 1 0	0 0 1
Pens, for every 1000. value	15 0 0	15 0 0	Toys, excepting toy and hand mirrors, on which the plate glass duty will be levied, for every 1000. value	10 0 0	10 0 0
Percussion caps, per 1,000	0 0 4	0 0 4	Turnery, not otherwise described for every 1000. value	15 0 0	15 0 0
Phosphorus, for every 1000. value	10 0 0	10 0 0	Vases, ancient, not of stone or marble, for every 1000. value	1 0 0	1 0 0
Pictures, each	0 1 0	0 1 0	Wafers, per lb.	0 0 3	0 0 3
and further, per square foot above 200 square feet, each	0 1 0	0 1 0	Washing balls, per lb.	0 0 6	0 0 6
Plants, shrubs, and trees, alive	10 0 0	10 0 0	Watches of gold or silver, or other metal, for every 1000. value	10 0 0	10 0 0
Plaiting or other manufactures to be used in, or proper for, making hats or bonnets, viz.	Free.	Free.	Water, viz. mineral water, per gallon	0 0 1	0 0 1
of bast, cane, or horsehair, per lb.	0 10 0	0 10 0	Whipcord, per lb.	0 0 6	0 0 6
of chip, per lb.	0 2 6	0 2 6	Whale tallow, British tallow, and imported direct from the fishery, or from any British possession, in a British ship, per ton otherwise taken (from and after July 5, 1845), for every 1000. value	20 0 0	20 0 0
of straw, per lb.	0 7 6	0 7 6	Goods, wares, and merchandise, being either in part or wholly manufactured, and not being enumerated or described, nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, for every 1000. value	20 0 0	20 0 0
Pots, melting pots for goldsmiths, per 100	0 3 2	0 3 2	Goods, wares, and merchandise, not being either in part or wholly manufactured, and not being enumerated or described, nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, for every 1000. value	5 0 0	5 0 0
of stone, for every 1000. value	20 0 0	20 0 0			

Duties of Customs payable on Goods, Wares, and Merchandise being the Growth, Produce, or Manufacture of the United Kingdom, exported from the United Kingdom to Foreign Countries.

Articles.	Rate of Duty
Coal, culm, or cinders in a foreign ship, per ton	<i>L. s. d.</i> 0 4 0
Coal, in a British ship, viz.	
not being small coal, per ton	0 2 0
small coal, that is to say, coals which shall have been screened through a riddle or screen, the bars of which are not in any part thereof more than 5-8th parts of an inch asunder, and culm, per ton	0 1 0
Clay and China stone, per cwt.	0 0 3
Wools and skins, per cwt.	0 1 0
Manufactures, or pretended manufactures, slightly wrought up, so as that the same may be reduced to and made use of as wool again; mattresses or beds stuffed with combed wool, or wool fit for combing or carding, per cwt.	0 1 0

We have previously noticed in the Dictionary (p. 141.) and in this Supplement (p. 27.), the injury done to literature and literary men by the clandestine importation of English works from abroad, promoted as that has been by the permission given to all Englishmen who may happen to visit the Continent legally to import *one* copy of such works, for their own use. But we are glad to have to state that this abuse is now rectified; the act 5 & 6 Vict. c. 47. having enacted that from the 1st of April, 1843, the importation of all books of which there is a subsisting copyright in the U. Kingdom shall be absolutely prohibited. — § 24.

The 56th section of the above act repeals the drawbacks hitherto allowed of the duties on foreign thrown silk, on the exportation of silk goods manufactured in the U. Kingdom, and on deals and timber used in the mines of Devon and Cornwall, and in Ireland.

TARIFF, (AUSTRIAN.)—Subjoined is the tariff of the import, export, and transit duties charged in the Austrian empire on some of the most important articles of trade and consumption. It came into operation on the 27th of February, 1838.

The duties imposed by this tariff, though, in some instances, considerably lower than those formerly charged, are still, speaking generally, very heavy. The duty on cotton and woollen goods, for example, is 60 per cent. *ad valorem*; while that on coffee is 38s. the English cwt., that on raw sugar for consumption, 32s. the cwt., and so forth. There is, in fact, a singular contradiction in the commercial policy of Austria; in some respects it is as liberal as could be wished for, while in others it is selfish and illiberal in the extreme. In all that respects ports and shipping, the legislation of Austria may be advantageously contrasted with that of almost any other nation. All articles are freely admitted into Trieste and Venice, and may be consumed in them, or warehoused and re-exported without being liable to any duty, the port charges being at the same time very reasonable. But the moment that it is attempted to introduce any article from a free port into the interior, it is loaded with oppressive duties, and subjected to vexatious regulations. These have been imposed in the view of protecting and encouraging domestic industry; but it is, perhaps, unnecessary to say that their effect in Austria, as in all other countries, has been precisely the reverse. Instead of trusting to their own exertions, and bringing the inexhaustible resources of science and ingenuity to their aid, the native producers, deprived of the stimulus of competition, depend for success on the efforts of the customs' officers to exclude foreign products, and to secure them a monopoly. There is, consequently, but little improvement. Every thing has about it an air of languor and routine. Most part, also, of the foreign products to be met with in the interior, have found their way there through clandestine channels. The mischievous influence of such a system is, indeed, too obvious to be disputed by any one not interested in its support. The recent modifications of the tariff, and the commercial treaty negotiated with this country, may, we hope, be regarded as the forerunners of still greater changes. A reduction of the duty on most foreign articles to a third or a fourth part of its present amount, would do more than any thing else to promote the industry of the empire, to stimulate commerce, and to increase the customs' revenue. Now that the navigation of the Danube is being opened, a reduction of this sort is more than ever necessary. The introduction of a taste for the productions of foreigners is of all others the most likely means by which the long dormant energies, and immense productive capacities of Hungary, Transylvania, and the other eastern provinces of the empire, may be stimulated and developed. Unluckily, however, the existing duties must either go far, by excluding foreign products, wholly to prevent the formation of such a taste in the countries referred to, or if they should be imported, it will only be in limited quantities, and through the agency of the smuggler. The latter derives employment and wealth from this vicious system; and were it intended for his advantage, it might be said to be well contrived, and the means judiciously adapted to bring about the desired end. But it is directly opposed to invention and industry; paralyses the manufactures it was intended to protect; and either annihilates all commerce, or makes it redound to the advantage only of those who trample on the laws. No system can be more completely at variance with the paternal intentions of the Austrian government; and its downfall may be expected the moment they become fully aware of its real nature and practical influence.

The great drawback under which Austria labours, is the situation of by far the larger portion of her provinces in the central parts of Europe; and separated from the great markets for their produce, either by a wide tract of intervening country, or by high mountain ridges, Austria is naturally an agricultural country; and, unless compelled by circumstances to divert a portion of her energies to manufactures, will no doubt continue such for a lengthened period: and hence, as the products of agricultural industry are at once heavy and bulky in proportion to their value, the advantage of opening improved channels of communication with other countries. In this respect, *the free navigation of the Danube* is of much importance, though more stress has been

laid upon it in this country than it probably deserves. The expense of carrying corn and timber from Hungary to the Black Sea, and thence to the ports of Western Europe, will, we apprehend, always be found too heavy to permit of England or France ever supplying themselves, at least to any considerable extent, with the corn, flax, or timber of Hungary or Transylvania. The cost of conveying produce from the interior of the continent to the nearest shipping ports is a most important element, which is too generally lost sight of in this country. To show its influence, we may mention that, on the 28th of November, 1838, wheat sold at Lemberg, one of the principal markets of Galicia, for 15s. 2d. a quarter, when its price at Dantzic, on the 20th of the same month, was 41s. 6d.; the difference amounting to 26s. 4d. a quarter, being occasioned by the difficulty and expense of conveying corn down the Vistula, from Lemberg to Dantzic. We may remark, by the way, that this fact sets in a very striking point of view the absurdity of the statements so frequently put forth in our newspapers, contrasting prices in this country with those in foreign markets, and ascribing their excess in England wholly to the influence of our corn laws.

The Austrian government and people have long been alive to the many advantages that would result from opening a communication between Hungary and Fiume, and other ports on the Adriatic. And notwithstanding the obstacles opposed by the interposition of the Julian Alps and other mountain ridges, an excellent road has been carried from Carlstadt to Fiume. Still, however, the expenses of the carriage of bulky products are too great to make this route sufficiently available; and the advantage of further improving and cheapening the communication is too obvious to need being pointed out.

TABLE of Import, Export, and Transit Duties levied in the Austrian Empire on the following Articles, as modified by the late Imperial Ordinance in force from the 27th of February, 1838.

Articles.	Duty in Austrian Money and Rates.				Duty in English Money and Rates.			
	Unit of Charge.	Import Duty.	Export Duty.	Transit Duty.	Unit of Charge.	Import Duty.	Export Duty.	Transit Duty.
Arms, fire, all kinds	per 1 fl. value	fl. k. 0 12	fl. k. 0 0	fl. k. 0 12	ad valorem	L. s. d. 20 0 0	L. s. d. 0 0 0	d. 20
Beef and all kinds of butchers' meat, fresh	gross centner	0 50	0 12	0 2	123 1-3 lbs.	0 1 8	0 0 0 5-8	0 1-5
salted	—	2 55	0 6	0 2	—	0 4 11	0 0 2 5-8	0 4-0
from Hungary	—	1 40	0 6	0 2	—	0 2 8	0 0 2 5-8	0 4-5
Beer in casks	—	0 48	0 1	0 2	—	0 0 8 2-5	0 0 0 3-5	0 4-5
bottles, kegs, &c. packed in casks or hampers	—	5 0	0 5	0 2	—	0 10 0	0 0 2	0 4-5
not packed	per bottle	0 6	0 0	0 2	per bottle	0 0 2 2-5	0 0 0 1-10	0 4-5
Bells of bell-metal, or other common metals	nett centner	0 10	—	—	123 1-3 lbs.	0 0 4	—	—
Books with permission of censorship	per 1 fl. value	0 36	0 0	0 8	ad valorem	60 0 0	0 0 0 1-10	5 2-5
Brass, and all compositions of brass with other than precious metals, raw or in blocks and bars	nett centner	8 20	0 6	0 2	123 1-3 lbs.	0 16 8	0 0 2 5-8	0 4-5
in plates, rolled, wire	—	13 20	0 12	0 2	—	1 6 4	0 0 5	0 4-5
wrought	—	60 0	0 25	0 8	—	6 0 0	0 0 10	3 2-5
Coal (sea coal)	gross centner	15 0	0 25	0 2	—	1 10 0	0 0 10	0 4-5
Coffee	nett centner	21 0	0 17	0 5	—	2 2 0	0 0 7	2
Copper, raw, rolled, plates, blocks	—	0 50	0 30	0 2	—	0 1 8	0 1 0	0 4-5
wrought, as kettles, boilers, &c.	—	10 0	0 12	0 5	—	1 0 0	0 0 5	2
wire	—	15 0	0 12	0 5	—	1 10 0	0 0 5	2
Corn, wheat	gross centner	0 22	0 1	0 2	—	0 0 9	0 0 0 2-5	0 4-5
barley and oats	—	0 15	0 0	0 2	—	0 0 6	0 0 3-8	0 4-5
Indian corn	—	0 17	0 0	0 2	—	0 0 6 4-5	0 0 0 3-8	0 4-5
rye and buck wheat	—	0 16	0 0	0 2	—	0 0 6 2-5	0 0 0 3-8	—
Cotton manufactures, all kinds	per 1 fl. value	0 36	½ p. cent.	0 27	ad valorem	60 0 0	0 0 0 1-10	0 4-5
twist	nett centner	15 0	0 50	0 27	123 1-3 lbs.	1 10 0	0 1 8	10 4-5
Earthenware, common	gross centner	7 30	0 6	0 5	—	0 15 0	0 0 2 4-5	2
Porcelain, all kinds	per 1 fl. value	0 36	0 0	0 27	ad valorem	60 0 0	0 0 0 1-10	10 4-5
Fire engines	nett centner	10 0	0 25	0 5	123 1-3 lbs.	1 0 0	0 0 10	—
Fish: stockfish, codfish, herrings, &c., salted or cured	gross centner	2 0	0 5	0 5	—	0 4 0	0 0 2	—
Glass: flint and crown glass	—	6 0	0 25	0 2	—	0 12 0	0 0 10	0 4-5
wares, ordinary	—	6 40	0 4	0 2	—	0 13 4	0 0 1 3-5	0 4-5
cut, all kinds, plates for looking glasses	—	20 0	0 4	0 2	—	2 0 0	0 0 1 3-5	10 4-5
artificial brilliants	—	30 0	0 4	0 2	—	5 0 0	0 0 1 3-5	0 4-5
Hats, beaver, silk, whalebone and other stuffs, also, straw and ladies' hats and bonnets	each	1 0	0 1	0 27	each	0 2 0	0 0 0 2-5	10 4-5
Indigo	gross centner	7 30	1 52	0 27	123 1-3 lbs.	0 15 0	0 3 9	10 4-5
Instruments, mathematical, surgical, and optical	per 1 fl. value	0 6	0 0	0 2	ad valorem	10 0 0	0 0 0 1-10	0 4-5
musical	—	0 12	0 0	0 2	—	20 0 0	0 0 1-10	0 4-5
Iron, raw, in pigs	nett centner	2 24	0 45	0 2	123 1-3 lbs.	0 5 7 1-5	0 0 9 3-5	0 4-5
cast, wares of	—	5 34	0 2	0 2	—	0 10 9 3-5	0 0 1	0 4-5
hammered, in bars, rods	—	6 0	0 2	0 2	—	0 12 0	0 0 1	0 4-5
cast steel	—	3 30	0 2	0 2	—	0 7 0	0 0 8 4-5	0 4-5
hammered steel	—	7 12	0 5	0 2	—	0 14 4 4-5	0 0 1 2-5	0 4-5
sheet iron	gross centner	9 36	0 4	0 2	—	0 19 2 2-5	0 0 1 3-5	0 4-5
tin	—	15 36	0 6	0 2	—	1 11 2 2-5	0 0 2 4-5	0 4-5
steel and iron wire	nett centner	12 0	0 5	0 2	—	1 4 0	0 0 2	0 4-5
Ironmongery, as anchors, hammered wares, ordinary rasps, files, &c.	—	12 0	0 5	0 2	—	1 4 0	0 0 2	0 4-5

Tariff—continued.

Articles.	Duty in Austrian Money and Rates.				Duty in English Money and Rates.			
	Unit of Charge.	Import Duty.	Export Duty.	Transit Duty.	Unit of Charge.	Import Duty.	Export Duty.	Transit Duty.
<i>Iron—continued.</i>		<i>fl. k.</i>	<i>fl. k.</i>	<i>fl. k.</i>		<i>L. s. d.</i>	<i>L. s. d.</i>	<i>d.</i>
locksmiths', tinemiths', and spurmakers' work; also carriage springs and hoops, common locksmiths', &c. work, fine, and all fine polished hardware	per 1 fl. value	0 36	0 0½	0 12	ad valorem	60 0 0	0 0 0 1-10	44-5
fine files, needles, graver's tools, &c.	nett lb.	0 12	0 0½	0 12	nett lb.	0 0 4	0 0 0 1-10	04-5
Lead, raw, in blocks	nett centner	6 18	0 2½	0 2	125 1-5 lbs.	0 12 7 2-5	0 0 1 1-10	04-5
cast, as balls and shot	—	7 12	0 3	0 2	—	0 14 44-5	0 0 1 1-2	04-5
Leather, ox and cow hides, tanned	—	15 0	0 25	0 5	—	1 10 0	0 0 10	2
calves' skins, tanned and dressed	—	35 0	0 50	0 5	—	3 10 0	0 1 8	2
Linen, knit, as stockings, gloves, &c.	nett lb.	6 0	0 0½	0 27	nett lb.	0 12 0	0 0 0 1-5	104-5
camicie	—	6 0	0 0½	0 27	—	0 12 0	0 0 0 1-5	104-5
ribands, tapes, galoons, &c.	—	2 30	0 0½	0 27	—	0 5 0	0 0 0 1-10	104-5
other fine woven linens	—	3 20½	0 0½	0 27	—	0 6 8 1-5	0 0 0 1-20	104-5
Oil, olive	gross centner	4 0	0 10	0 2	125 1-5 lbs.	0 8 0	0 0 4	04-5
palm, cocoa-nut, lint, or hempseed oil	—	2 30	0 6½	0 2	—	0 5 0	0 0 2 3-5	04-5
fish or train oil	—	0 18	0 7½	0 2	—	0 0 7 2-5	0 0 3	04-5
pitch or tar oil	—	2 0	0 5	0 2	—	0 4 0	0 0 2	04-5
turpentine	—	2 0	0 5	0 2	—	0 4 0	0 0 2	04-5
Painters' colours, raw prepared	—	0 26	0 5	0 2	—	0 0 10	0 0 2	04-5
Papers, all kinds, except worked into articles of luxury	—	5 20	0 0	0 2	—	0 6 8	0 0 2	04-5
Pewter and tin manufactures	nett centner	3 20	0 4	0 2	—	0 6 8	0 6 0 13-5	44-5
Plate: gold and silver	per 1 fl. value	0 36	0 0½	0 12	ad valorem	60 0 0	0 0 1 1-10	44-5
Playing cards	per dozen packs	0 36	—	0 1	per doz. packs	0 0 8	0 0 1 1-5	04-5
Salt	—	—	—	—	—	0 1 12-5	free	02-5
Silk: woven silks	gross centner	10 0	0 18	0 27	125 1-5 lbs.	prohibited	0 0 0 3-5	04-5
Spermaceti and wax	gross lb.	0 36	0 0½	0 27	gross lb.	0 1 12-5	0 0 0 3-10	104-5
Spirits, distilled, in casks	gross centner	13 21	0 16½	0 12	125 1-5 lbs.	1 6 8 2-5	0 0 6 3-5	44-5
in bottles	—	10 0	0 12½	0 12	—	1 0 0	0 0 5	44-5
Sugar refined, all kinds	nett centner	18 0	0 9	—	—	1 16 0	—	—
raw, powdered for the trade	—	15 0	0 9	—	—	1 10 0	—	—
raw, for the use of refiners, others for refineries	—	7 30	0 4½	—	—	0 15 6	—	—
Tobacco, in leaf	—	15 0	0 20	0 5	—	1 10 0	0 0 8	2
manufactured	—	40 0	0 5	0 5	—	4 0 0	0 0 2	2
Wine: cape wine, French, Spanish, and German, wines, in casks, &c.	gross centner	15 0	0 2	0 2	—	1 10 0	0 0 0 4-5	04-5
in bottles	per bottle	0 30	0 0	0 2	per bottle	0 1 0	—	04-5
Woods: dyewoods, in blocks or pieces	nett centner	0 12½	0 5	0 2	125 1-5 lbs.	0 0 5	0 0 2	04-5
Woolen manufactures, all kinds	per 1 fl. value	0 36	0 0½	0 27	ad valorem	60 0 0	0 0 0 1-10	14-5

One Vienna pound = 1·235 lb. avoirdupois, hence the centner of 100 Vienna pounds = 123·5 or 123½ lbs. avoirdupois.

The Austrian florin of the standard of 20 to the Cologne mark, is almost exactly 2 shillings sterling.

In the Lombardo Venetian kingdom, the centner of 100 kilogrammes is still the weight used in levying the duty, the difference between 100 kilogrammes = 78·8 lbs. of Austria being allowed.

TARIFF (RUSSIAN).—By comparing the following important document with the late tariff, it will be seen that nearly 100 articles that were formerly prohibited are now admitted under payment of duties; and that the duties on several articles that were formerly admitted have been materially reduced. The publication of this tariff is evidence that sounder and more enlarged opinions on commercial affairs have made their way into the cabinet of Petersburg. The duties on many imported articles are still, no doubt, quite oppressive; but it may be fairly presumed that the advantages resulting from the increased commerce which the present measure will certainly occasion, will most likely lead, and probably at no very distant period, to further relaxations. No European country possesses half the resources, or means of adding to her wealth and population, that are possessed by Russia; and nothing will do half so much to excite the industry of the people, and to make them avail themselves of the vast capacities of production within their reach, as the establishment of a liberal commercial system. Russia has already reaped very great advantages from her foreign trade; but they are trifling compared to what they would be, were she to renounce all attempts prematurely to bolster up the finer descriptions of manufactures, and to allow her industry to be employed in preference in the numerous departments in which she is either equal or superior to others. Having by far the largest share of the foreign trade of Russia, it is pretty certain that the new tariff will be decidedly more advantageous to us than to any other foreign power. The Russian government was, no question, fully aware of this, and the concessions are on that account the more creditable to it. No one acquainted with the history of this country during the last half dozen years, can fail to know that a party amongst us have exerted themselves to the utmost to embroil the two countries; and have even gone so far, in furtherance of their object, as to establish journals appa-

rently for the sole purpose of abusing and misrepresenting the government and people of Russia. We are not going to undertake the defence of that power, but we have yet to learn what she has done to injure us; and her conquests, how objectionable soever in some respects, have, in most instances, materially promoted the interests of commerce and civilisation. The Russian government has, however, acted wisely as well as magnanimously in despising the abuse alluded to. Instead of being enemies or estranged from each other, there are no two nations between whom so intimate a friendship ought to prevail as Russia and England. They have no really conflicting interests; she cannot injure us, nor we her. The products of one country are admirably suited for the markets of the other; and a further modification of protecting duties in Russia, accompanied, as it should be, by the adjustment of our regulations as to corn and timber on sound principles, would add prodigiously to the intercourse between the two countries, and establish it on foundations not to be shaken.

TARIFF of the Articles of Foreign Merchandise the Importation of which is permitted into Russia, and of various Articles the Duty upon which has been reduced or modified.

Description of Merchandise.	Import Duty. Rbls. Cps. per lb.	Description of Merchandise.	Import Duty. Rbls. Cps. per lb.
Amber, in lumps or dust	0 5	[It is self-evident that this rule does not extend to the cotton goods, upon which a duty has been imposed of more than 70 copecs per lb. on the one description, and of 2 roubles 20 copecs per lb. on the other; nor upon those specifically mentioned, <i>satins, petinets, and lace of Turkish fabric</i> admitted exclusively into the ports of the Black Sea, and the Sea of Azof.]	
Ditto, cut	4 0	Chalk	per berkov. 1 0
Aromatic oils of every description, in bottles cut and polished, gilt or silvered, with metallic covers and stoppers, and in general with ornaments; also in bottles not cut, but with moulded ornaments, the whole to be weighed together	5 0	Cheese	per lb. 4 0
[Observation.—The oil of bitter almonds is still prohibited.]		Cork	free.
Almond paste	0 80	Cotton, hempen, and other wicks for lamps or candles	per lb. 5 0
Ditto husks	1 0	Coffee and pepper mills	0 80
Brooms	0 30	Dross of lead or scoria	5 0
Butter of cows' or sheeps' milk	5 0	Dolls of every description	4 0
Borax	2 60	Enamel—paintings upon enamel, except images and painted table ware, which remain prohibited	
Blacking (including the bottle or other vessel)	0 60	Emery, in dust	per lb. 0 20
Bonbon boxes, bound	5 0	Earthenware, white, or if one colour without gold or silver design or border	4 0
Bones of various animals (ground)	1 50	Ditto, with gold or silver borders, ornaments, &c.	10 0
Brushes (artists' mounted in any species of metal)	5 0	Fruits—apples and pears, fresh, per barrel of 200	0 75
Beads worked into purses, &c. (if mounted, they are prohibited)	1 80	ankers	0 80
Cider	per hhd. 36 0	Fish-hooks and bait, and fishing-rods	
Ditto, in bottles	per bottle 0 40	Flaxen and hempen goods:—	
Cocoa, every preparation of	per lb. 1 0	Pocket handkerchiefs, white, with or without borders, with the exception of those specifically mentioned	1 80
Candles (of spermaceti)	10 0	White flaxen or hempen cloth, with the exceptions as above; also white flaxen or hempen cloth, with an admixture of cotton	1 50
Chocolate of every description	1 0	Ditto, dyed, printed, flowered, woven, knit, or embroidered	6 0
Cases for razors, needles, &c., together with the boxes, coffrets, and other articles for ladies' work tables, with the exception of such as may hereafter be especially mentioned	5 0	Handkerchiefs of a similar description to the above	8 0
Coral, cut or moulded after any fashion (with the exception of such as may hereafter be named in this tariff)	4 0	Table-cloths, napkins and towels of linen; ditto with an admixture of cotton, white coloured, flowered, woven, and embroidered	2 0
[Observation.—Corals, both natural and artificial, mounted in gold, or silver, or other metals, are still prohibited.]		Stocking and nightcaps, of hempen or flaxen thread, either of one or of many colours	1 0
Colours, for artists, with the wooden, tin, or papier-mache boxes in which they are packed	1 0	Ditto embroidered	1 50
Cotton goods, and goods half cotton, mixed with hemp or flax, viz.:—		[Observation.—Every other article of flaxen or hempen manufacture printed, with the exception of the above mentioned, are still prohibited.]	
White handkerchiefs of cambric, &c.	1 50	Galangals in dust	2 0
Stockings and nightcaps, coloured	0 70	Gloves, of cotton or demi-cotton, with threads of flax or hemp, white or coloured, woven or knit	0 70
Ditto, embroidered	1 0	Similar gloves, embroidered	1 0
Cotton goods, dyed of one colour, and embroidered (those excepted which may be mentioned in another part of this tariff)	1 50	Gloves of flax or hemp, white or coloured	1 0
Handkerchiefs of the same description	2 0	Ditto, embroidered	1 50
All cotton goods of various colours and designs, whether striped or woven, made up and embroidered, &c. (except those specially mentioned elsewhere)	2 50	Ditto, of white silk, half silk, or a mixture of silk woven or knit	4 0
Handkerchiefs of a similar description	2 0	Ditto, coloured	5 0
[Observations.—1. Nankins and all sorts of cottons and half cotton goods, woven and printed, whether transparent, non-transparent, or demi-transparent, with the exception of those hereinafter named, remain prohibited.		Ditto, embroidered	6 0
2. Turkish goods, up to this time prohibited or not named, are to be included in the list above mentioned. 3. As doubts often arise whether white cotton goods, when checked or striped, or otherwise similarly designed, are to be considered as non-transparent or demi-transparent, and seeing the great difference in the custom-house duties on these articles, it is ordained, that in the number of goods of this description, of which the duty on the non transparent is fixed at 70 copecs, and on the transparent and semi-transparent at 2 roubles 20 copecs per lb.; those shall be considered as non transparent which, in the pound weight, contain less than 9½ archines square; those, on the contrary, which contain more than 9½, and not more than 13½ archines square, shall pay 1 rouble 40 copecs, instead of 2 roubles 20 copecs, in silver money, per lb. The minister of finance is furthermore authorised to make, during the year 1838, such changes, as may, by the practice of the interval, appear necessary with regard to the contents of the weight of the above-mentioned articles, by giving the trading public due notice of his determination. He shall besides send to the custom-houses, and give them the necessary instructions upon the subject of the duties to be levied upon those goods which until now have been considered transparent, even when these objects cannot be assimilated to the above rule.		[Observation.—Chamois gloves are still prohibited.]	
		Gingerbread, &c.	5 0
		Horses and mares	0 50
		Herrings (salted), English and Scotch	1 50
		Indigo	per barrel of 9 lbs. 1 20
		Ink powder	per lb. 5 0
		Leathers, prepared skins of the elk and the stag	1 0
		Meerschaum, worked and mounted	3 0
		Macaroni and vermicelli of every description	2 0
		Machines containing any chemical instrumentable matter, in cases, boxes with painted ornaments, or bronze, &c., the whole weighed together	per pood 4
		Marbles and porphyry, worked, without bronze or other ornaments	per lb. 1 0
		Masks of every description	1 0
		Metals—copper moulds for the making of macaroni, vermicelli and scent boxes	4 0

Description of Merchandise.	Import Duty. Rbls. Cps.	Description of Merchandise.	Import Duty. Rbls. Cps.
[Observation.—Moulds for macaroni and vermicelli, arriving with and making part of the apparatus for the manufacture, pass without paying duty.]		Wadding, cotton	— 2 0
Mustard ground	per lb. 0 80	Wadding silk	— 2 0
Ditto, prepared, weighed with the vessel	— 0 50	Wafers, in boxes	— 4 0
Plated goods (every species of)	— 2 0	The following articles are freed from the additional custom-house duty of 12½ per cent. imposed in conformity with the Ukase of the 11th of November, 1851:—	
Playthings for children (every species of)	— 2 0	Cinnamon and cinnamon flowers; cocoa in beans; coffee;	
Perry	per hhd. 56 0	caraway seeds; cloves; cubels, roots of ginger; galanga;	
Ditto, in bottles	per bottle 0 40	roots of lace, blonda, tulles, &c.; metals, viz. lead, tin, and	
Picture frames of every description, with the pictures, per archine, and counting the fractions as entire archines	0 50	quicksilver; mace; nutmegs; pepper of every description, whole or ground; tea (Kiritchini, Lougan, and every sort of tea of inferior quality); vanilla.	
[Observation.—Frames without the pictures are still prohibited.]		Besides the above, the seeds of turnips, rape, & as well as of various oleaginous grains, which are not specifically mentioned in the tariff, and which are known only by their local names, such as sorpeps, riger, &c., will be freed from all custom-house dues on exportation for a period of six years, commencing from the 1st of January, 1857.	
Potatoes imported by sea	per chetvert 0 50	General Rules.	
[Observation.—The importation by land is free of duty.]		1. The provisions of this tariff will begin to be put in force from the 1st January, 1857, and in the more remote custom-houses to which they cannot be communicated by that period, they shall come into operation from the day on which they shall have been received.	
Paper of every description which is not specifically exempted in another part of the tariff	per lb. 0 40	2. All imported goods that are specified in this tariff that may remain bonded at the custom-houses, and upon which the duty shall not have been paid up to the aforesaid 1st of January, 1857, or to the day upon which this tariff shall have been received at those custom-houses at which it may arrive later than that day, shall enjoy half the reduction of duty herein specified. In the same manner there shall be collected only one half the additional duty of 12½ per cent. upon those species of merchandise from which it has been by a previous provision of this tariff altogether removed. With respect to those species of goods limited in their number, of which the importation was already permitted, and of which, from peculiar considerations, the duty was either altogether removed or recently modified, such of them as are allowed to remain bonded to the 1st of January next, shall pay duty under the old tariff. On the other hand, such of these species of goods as may be imported after the 1st of January, shall be subject to the regulations of this tariff. In the meantime, however, a discretion is vested in the minister of finance to admit even this latter species of goods under the former regulations, when it shall be proved that their shipment took place previously to the first of January, or in ignorance of the change in the tariff.	
Pearl, mother of, and imitation of	— 1 50	3. The abolition of the additional duty of 12½ per cent. upon particular species of tea, Congou, for instance, and other inferior qualities, will commence from the sales which will take place in the winter of 1857-58, comprising both the teas recently imported as well as what remain over since the last sales.	
[If mounted in gold, silver, or other metal, they remain prohibited.]		4. The additional duty of 12½ per cent., from which the above-mentioned articles have been freed, will not be levied upon merchandises of the same description hereafter admitted to importation in a raw state. On the contrary, until a new disposition shall be made, it will be collected upon all the other merchandises comprised in the present tariff, with the exception, however, of those custom-houses in which the collection of this duty has not taken place at all.	
Pimento, English	per pood 4 0	5. Merchandise, the importation of which is permitted by the present tariff, shall be admitted upon the payment of the duty at those custom-houses at which articles of the same kind have hitherto paid duty. Merchandise hereafter admitted may be imported through all the custom-houses of the first class.	
Pepper, Jamaica	— 4 0	6. The operation of this tariff is confined to those merchandises of which the duty is levied under the European tariff; and amongst the objects of the Asiatic tariff only to tea of a peculiar description, Congou and others of inferior quality.	
Ditto, white, black, or red, ground	— 4 0	7. The Trans-Caucasian Provinces by which is permitted to the Trans-Caucasian Provinces by the Black Sea at a lower duty than that imposed by the present tariff, shall pay in the said provinces the same duty as before.	
Pens, writing	per lb. 1 0	8. In the Trans-Caucasian Provinces every species of cotton manufacture, non-transparent and half transparent, shall remain subject to the same duty as heretofore.	
Riding whips, simple or mounted	each 0 4	9. The fifth of the customs' duty levied at Odessa, for the benefit of that town, will be collected conformably to former regulations. But the duty of all merchandises passing into the interior of the empire through the custom-houses about Odessa shall be paid under the provisions of the present tariff, beginning from the 1st of January, 1857.	
Slates	per lb. 0 1	10. With respect to merchandises, the importation of which, hitherto prohibited, is henceforth permitted, and which shall be seized as contraband after the publication of the present tariff, they shall be dealt with as goods permitted, but fraudulently imported.	
Scent bags, of silk	— 2 0	11. It is left to the minister of finance to give instruction, such as may be deemed proper, to the custom-houses, respecting the deduction from the duty of the amount of tare.	
Scented waters of every description, in bottles of cut and polished crystal, with covers and stoppers of metals, and with ornaments in general, as well as in bottles not polished, but with moulded ornaments, the whole to be weighed together	— 2 0	12. Any question that may arise upon the construction of this tariff shall be referred for decision to the minister of finance.	
Skins of the American marten or rats	— 0 80	The original is signed by the president of the council of the empire.	
Ditto, bears	— 2 0		
Ditto, tigers, panthers, lions, zebras, and leopards	— 2 0		
Ditto, lynx	— 0 50		
Ditto, musk rat	— 0 15		
Sago, Indian	— 2 0		
Silk goods, either wholly silk or mixed with cotton, &c., not transparent, with coloured designs woven, embroidered, excepting those specially designated	— 6 0		
Silk not transparent, interwoven with gold or silver threads, &c., except such as are specifically designated	— 8 0		
[To this duty are assimilated silk goods of Turkish manufacture, the entrance of which was formerly prohibited.]			
Silk handkerchiefs, white or coloured, not transparent, excepting those specifically named	— 6 0		
Ditto, flowered or embroidered	— 8 0		
Ditto, with gold or silver threads	— 10 0		
Ditto, table covers, &c.	— 8 0		
Ditto, nightcaps, coloured and flowered	— 5 0		
Ditto, ditto, and stockings, embroidered	— 6 0		
Ditto, carpets	— 8 0		
[Every sort of silken manufacture not included in the above, as well as the ribbons of orders of nobility, are prohibited.]			
Ditto, talc	per lb. 0 60		
Tooth picks of every description	per pood 2 0		
Teeth of every sort of fish	— 2 0		
Ditto of elephants and hippopotamus	— 3 0		
Ditto, ditto, in tablets	— 3 0		
Ditto, ditto, for painters	— 3 0		
Wax (raw), yellow, white, or coloured	— 1 50		
Ditto, used by upholsterers, and that made use of in grafting trees	— 1 50		
White lead (English) and crennits	per lb. 0 50		
Whalebone (fauna)	— 0 25		
Ditto, purified	— 1 0		
Ditto, worked	— 0 25		
Whips (coachmen's)	— 5 0		
Watches, pinchbeck, copper or plated	— 10 0		
Ditto, gilt ditto	— 0 20		
Woollen goods:— Clothes, casimires, ladies' cloths, drapery, rattens, &c., of black, blue-black, dark green, white, light-blue, &c.	per lb. 3 50		
Table covers, quilts, &c.	— 1 0		
Carpets, great and small, of woollen fabric or mixed with linen thread, hemp, or cotton, with fringes sewed	— 0 20		
Cloths and woollen sacks used in printing out oil	— 8 0		
[Observation.—Every description of printed woollen or half woollen goods, with the exception of those specifically mentioned, remain prohibited.]			
Wax tapers and all articles of white and coloured wax	— 8 0		

TEA (TRADE IN). — We are truly glad to have to state that the results of the first 4 years' experience of the free trade to China have more than justified the anticipations of those who expected the greatest success from the abolition of the monopoly. At an average of the 3 or 4 years preceding the dissolution of the Company's charter, their average annual imports of tea amounted to about 31,500,000 lbs. a year; but in 1833-34, the last year of the charter, the imports were only 29,592,310 lbs. The year 1835, the first year of the free trade, presents a very different result; the imports having amounted to 43,000,000 lbs., exceeding by above 10,000,000 lbs., or 30 per cent., the Company's imports when largest! We subjoin

An Account of the Quantities of Tea imported into the United Kingdom, the Quantities retained for Consumption, and the nett Revenue derived from the same, in 1834, 1835, 1836, 1837, and 1838.

Years.	Imports.	Exports.	Retained for Consumption.	Net Revenue.
	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>£</i>
1834	33,643,980	1,181,005	34,969,651	3,589,361
1835	44,360,550	2,188,029	36,574,004	3,832,427
1836	49,807,701	4,269,863	49,142,236	4,674,835
1837	36,973,981	4,716,248	30,625,306	3,223,840
1838	39,887,441	-	32,366,412	

The excess of the quantity retained for consumption in 1836 was occasioned by the change in the duties that year, which made it necessary to enter all the heavy stock of bohea then in bond, in order to escape the duty of 2s. 1d. to which it would otherwise have become liable.

For an account of the species of tea, and the quantities of each exported from Canton to England and the United States, during the year ended 30th of June 1837, see art. CANTON, in this Supp.

The extension of the trade is not, however, the only gratifying circumstance connected with it. Notwithstanding the great additions made to the exports, there has been no rise of prices at Canton worth mentioning; a fact which sets the ability of China to furnish additional supplies in the most striking point of view. The quality, too, of the free trade teas is said by some to be superior, and is admitted by all to be at least equal, to that of the Company's teas. Many apprehensions were entertained of disturbances taking place between the crews of the private ships and the natives that might interrupt or stop the trade; but nothing of the sort has occurred. Under all the disadvantages of inexperience, the free traders have, with but few exceptions, conducted themselves with singular tact and address; and the captains of the different ships agree in affirming, that Canton is a port where they may unload, load, and clear out, not only without any difficulty, but with as much facility and expedition as at either London or Liverpool. It is singular, indeed, how completely the statements put forth by the Company's advocates, in favour of the monopoly, have been disproved: in fact, the only interruption of any kind given to the free traders was occasioned by the pretensions advanced by the individual sent out to watch over their interests; and, however painful the way in which that interruption was terminated, there can be no doubt that the event was a most fortunate one for the success of this great experiment.

The opening of the trade has been quite as successful as respects exports as imports. The quantity and value of the cottons shipped for China in 1836 very much exceed the quantity and value of those shipped in any previous year; and though, owing to the revulsion in the American trade, they fell off considerably in 1837; they have since nearly reached their highest level. This, indeed, might have been anticipated; but few comparatively anticipated what has turned out to be the fact, that the cotton stuffs have met with a quick and advantageous sale; and that all descriptions of twist, with the exception of some of the higher numbers, have, also, realised good prices and profits. Indeed, we have no doubt, as well for other reasons as from the statements of gentlemen of great experience recently arrived from China, that the trade between that country and England is yet only in its infancy. Nor is it possible to estimate the mighty dimensions to which it may attain, should our cottons, as there seems to be a fair prospect, come into extensive use among the Chinese.

Tea (Duties on). — We mentioned in the article TEA (*Dict.* p. 1148.), that objections had been made to the duties imposed on tea by the act 3 & 4 Will. 4. c. 101.; and that it had been proposed to repeal them, and to impose in their stead an equal duty of 2s. per lb. Had tea been of a nearly uniform quality, or had the different teas been of nearly the same value, there would have been nothing to object to in the equalisation of the duty; but, so far from this being the case, small beer does not differ more from strong than some sorts of tea from others; and while the price in bond of the inferior sorts, in most markets, does not exceed 10d. or 1s. per lb., that of the superior sorts is as high as 4s. or 5s. Under these circumstances, it is not easy to imagine that any thing can apparently be more oppressive or unjust than the imposition of the same rate of duty on all sorts of tea. But, admitting the injustice, it was contended that it was not really of a kind that could be obviated; that it was impossible to discriminate between different qualities of tea; that, by imposing different rates of duty, a door was opened to every species of fraud; and that teas admitted at one port at the low duty of 1s. 6d. were charged at another with the higher duties of 2s. 2d. and 3s. per lb. We believe these statements were much exaggerated; though no doubt can be entertained of their being true to a certain extent. It was evident, indeed, that considerable difficulties would have to be encountered at the outset of a new system; but it is probable that a little experience would have done much to obviate them; and it is believed by many well-informed persons, that the duties charged under the act 3 & 4 Will. 4. c. 101. might have been, at no very distant period, assessed with considerable fairness. But government, influenced partly by a wish to get rid of the clamour and outcry raised by

the importers against the discriminating duties, and partly, perhaps, by a doubt whether they could ever be fairly collected, consented to their abolition; and, to accomplish it, introduced and carried through the act 5 & 6 Will. 4. c. 32. This statute enacted that from the 1st of July, 1836, a duty of 2s. 1d. per lb. should be charged on all teas, without exception, entered for home consumption in the United Kingdom.

We do not deny that the necessity of the case—the impossibility of fairly assessing discriminating duties—may justify a measure of this sort, but nothing short of this will afford so much as the shadow of an excuse for it. Tea is no longer, in this country at least, a luxury, but a necessary of life; and as many as 7,000,000 lbs. of Bohea have been consumed in a single year. Now, if we take the price of Bohea in bond, in London, at 1s. per lb., and of Hyson and other fine teas, at 4s., the existing duty will be equivalent to an *ad valorem* tax of above 200 per cent. on the beverage of the poor, and of little more than 50 per cent. on that of the rich! This is a grievous anomaly; and, if the difficulties in the way of assessing discriminating duties could have been obviated by the adoption of any means at the disposal of government, it is dealing most unjustly and oppressively by the poor. Perhaps it was not possible entirely to obviate the difficulties in question. But had the plan we suggested (*Dict.* p. 1148.) been adopted; that is, had a duty of 1s. 6d. (1s. 3d. would have been still better) been charged on Congou as well as on Bohea, and the duties on all the other descriptions of tea been allowed to stand as they were, there would have been but little room left for fraud; the revenue would have lost little or nothing; and the duty would have been in all other respects infinitely less objectionable.

Warehousing of Tea.—The commissioners of customs have, by a minute dated the 10th of July, 1834, issued the following regulations with respect to the warehousing of tea, and its removal from the original port of importation to any other warehousing port, for the purpose of being warehoused for home consumption:—

1. That the warehouses which may be approved for the deposit of tea be exclusively appropriated to that purpose.
2. That the article be weighed and examined at the time of importation, the officers taking care that all the packages imported in each vessel be "scribed" with a progressive number, with the initials of the vessel's and master's names, and the gross landing weight; and that the duty be charged according to the quantity and quality then ascertained.
3. That no packages be allowed to be divided into smaller packages (except for the purpose of stores), nor the mixing of tea, of any sort or sorts, be permitted in the warehouses, either for home consumption or exportation.
4. That the packages be sorted and arranged in the warehouse by the occupier, according to their respective "chops" or "beds," so as to enable the officers to select from each the required number of packages for taxing, and to ascertain the proper rate to be allowed on the packages in each "chop" or "bed;" and that the rule to be observed, as to number of chests to be turned out in each "chop" or "bed," being of the same size and description of tea, be as follows, viz.:—
1 to 5 — 5 chests of the same size and description of tea — 1 turned out.
6 to 40 — 40 — 4 ditto
41 to 80 — 80 — 4 or 5 ditto
81 to 120 — 120 — 5 ditto
121 to 200 — 200 — 6 ditto
201 to 300 — 300 — 8 ditto
301 to 500 — 500 — 10 ditto
501 to 800 — 800 — 12 ditto
801 and upwards — 16 ditto
5. And that, in addition to the tare, an allowance for draft be made of 1 lb. upon each package exceeding 22 lbs. gross, to be deducted from the foot of the landing account.
5. That tea entered for exportation be previously weighed, and any deficiency of the landing quantity charged with duty, unless such tea be deposited in a warehouse of special security.

6. That the officers be authorised, under the 12th section of the Regulation Act, to draw samples of tea, not exceeding 3 ounces of each description and quality, unless under special circumstances; such samples to be disposed of as the Board may see fit to direct. And that the merchants or proprietors of the goods be allowed to take the like quantity as samples under the 31st section of the General Warehousing Act.
7. That the removal of teas from the original ports of importation to any other warehousing port in the United Kingdom, for the purpose of being re-warehoused for home consumption, do take place under the regulations and conditions specified in the General Orders of the 14th of June, 1831, and 3d of November, 1832, in regard to the removal of articles the produce of the East Indies; and that tea so removed be allowed to be deposited in warehouses or floors which may have already been approved for other goods.
8. When tea, or other East India goods, shall be imported into either of these ports for the Glasgow market, and transhipped into the duty thereon, may take place at Glasgow instead of the port of importation.

In all other cases, goods shall be examined at the time of importation, for the purpose of fixing the amount of duty to which they may be liable, and the duty so ascertained shall be assessed on the goods at whatever future period they may be delivered for home consumption.

Under these arrangements, there will be no objection to the goods being removed from the original point of importation to any other warehousing ports in the United Kingdom, for the purpose of being re-warehoused for home consumption, under the same regulations and restrictions now applicable to the removal of articles the produce of the East Indies.

The ports of London, Liverpool, Bristol, Hull, Newcastle, Leith, Glasgow, Greenock, Port Glasgow, Dublin, Belfast, and Cork, have been declared ports into which tea may be imported and warehoused.

TIMBER.—For an account of the important alterations effected in the timber duties in the course of the present year (1842), see art. **TARIFF (BRITISH)** in this Supplement.

Statement showing the Importation and Consumption of Timber in the United Kingdom, for the Fifteen Years ending the 1st of February, 1839.

Articles.	IMPORT, Years ending 1st February.					CONSUMPTION, Years ending 1st February.				
	Average of the 11 years 1825 to 1835.	1836.	1837.	1838.	1839.	Average of the 11 years 1825 to 1835.	1836.	1837.	1838.	1839.
British America:										
Pine, cubic feet	4,541,091	7,281,500	6,284,800	5,091,400	6,587,147	4,459,454	6,300,000	6,933,580	6,940,000	5,807,200
Quebec Deals, standard	1,702	3,223	3,367	3,251	3,506	1,584	3,574	3,460	2,294	2,491
Oak, cubic feet	187,545	206,800	203,800	130,780	217,734	178,156	198,500	243,400	161,580	182,400
Elm and Ash	Elm 80,614	117,600	71,700	61,480	104,975	54,111	99,800	105,470	76,480	85,300
Staves, mille	714	333	308	196	336	69,728	24,100	13,950	22,400	7,100
		936	811	809	Pun. 579		241	309	206	249
Pine Planks, feet of 3 inches	2,744,363	6,442,000	4,863,400	5,965,200	7,430,000	2,611,664	5,242,000	6,480,400	4,447,300	5,618,000
Hardwood (Birch), cubic feet	145,706	295,000	275,800	275,400	335,151	220,240	322,800	292,150	283,300	307,450
Lathwood, fathoms	1,134	1,537	1,063	1,069	2,199	1,181	1,830	1,177	1,004	1,645
Baltic:										
Timber, Dantz, Memel,										
Riga, &c., cubic feet	588,045	573,000	265,750	296,750	537,361	576,818	549,000	401,550	358,850	358,500
Deals, standard	3,743	4,664	3,404	4,366	5,734	3,672	4,367	4,598	3,725	3,567
Wainscot Logs	whole 436	643	268	579	2,016	564	574	248	538	803
	half 742	12	8		471	49	46	5	10	
Deck Planks, pieces	8,116	13,177	15,728	6,594	7,437	6,901	15,216	13,329	9,347	7,171
Staves, pipe M.	79	58	80	21	75	82	47	55	40	58
Lathwood, fathoms, 6 feet	536	629	747		807	537	600	668	534	688
Mahogany, Honduras, logs	1,171	2,189	4,851	3,043	3,000	1,178	1,945	3,627	2,962	3,208
St. Domingo	2,877	4,151	5,069	7,008	7,035	5,073	2,551	4,697	7,318	7,068
Cuba	742	1,601	2,678	2,534	885	845	1,224	2,978	3,101	1,244
Cedar, Havana, logs	909	1,035	1,484	2,495	735	1,031	1,031	1,471	2,010	2,010
Pencil, cubic feet	4,335	25,044	17,000	13,820	15,242	7,557	18,144	16,100	10,980	17,699
Pine	24,733	121,400	51,200	69,700	41,876	25,830	46,800	128,800	43,500	48,800
Oak	137,778	181,647	67,800	139,400	87,852	121,073	123,800	111,800	84,000	130,200

Statement showing the Stock and Prices Current of Timber, in the United Kingdom, for the last Fifteen Years, ending the 1st of February, 1839.

Articles.	STOCK, on the 1st February.					Prices Current, on 1st February.									
	Average of the 11 years 1825 to 1835.	1836.	1837.	1838.	1839.	Average of the 11 years 1825 to 1835.		1836.	1837.	1838.	1839.				
						Yel.	L. s. d.								
British America :						Yel.	L. s. d.	L. s. d.	Yel.	L. s. d.	L. s. d.	Yel.	L. s. d.	L. s. d.	L. s. d.
'ine, cubic feet	2,050,091	2,826,780	2,178,000	2,020,400	2,749,000	Yel.	1 7 1/2	1 8 1/2	Yel.	1 8 1/2	Yel.	2 1 1/2	2 1 1/2	2 1 1/2	2 1 1/2
uebec						Red	1 11 1/2	1 11 1/2	Red	1 11 1/2	Red	2 1 1/2	2 1 1/2	2 1 1/2	2 1 1/2
Deals, standard	714	1,282	1,250	2,207	5,022	11	15 2	11 15 0	14	0 10	11	10 0	11	10 0	11 10 0
Oak, cubic feet	116,263	145,620	106,000	75,800	110,500	0	2 5/4	0 2 6	0 2 9	0 3 0	0 3 3	0 3 0	0 3 0	0 3 3	0 3 3
Elm and Ash	45,069	61,570	25,000	14,800	31,500	0	1 7 1/2	0 1 4	0 1 4	0 2 4	0 2 4	0 2 4	0 2 4	0 2 4	0 2 4
Staves, mill	5,974	9,900	6,800	2,800		0	1 7 1/2	0 1 4	0 2 0	0 2 0	0 2 0	0 2 0	0 2 0	0 2 0	0 2 0
	475	238	337	927	114	72	5 1/4	59 10 0	47 10 0	45 0 0	85 0 0	47 10 0	47 10 0	85 0 0	85 0 0
'ine Planks, feet of 2 inches	92,454	2,465,000	866,000	2,381,000	4,193,000	21	4 7 1/2	17 10 0	30 5 0	16 10 0	30 10 0	16 10 0	16 10 0	30 10 0	30 10 0
ardwood (Birch), cubic feet	61,891	89,560	46,000	35,500	64,000	0	1 8 1/2	0 1 4	0 1 4	0 1 4	0 1 4	0 1 4	0 1 4	0 1 4	0 1 4
ardwood, fathoms	323	271	157	222	576	4	18 11 1/2	5 5 0	7 15 0	7 5 0	5 5 0	7 15 0	7 15 0	5 5 0	5 5 0
Baltic :															
'amber, Dantzic, Memel,															
Riga, &c., cubic feet	291,564	289,000	143,200	81,100	260,000	0	2 1 1/2	0 2 4	0 2 5 1/2	0 2 7	0 2 3 1/2	0 2 7	0 2 7	0 2 3 1/2	0 2 3 1/2
lives, standard	1,987	2,026	834	1,473	1,560	15	16 5 1/2	16 5 0	17 10 0	17 0 0	17 0 0	17 0 0	17 0 0	17 0 0	17 0 0
Vaincock Logs	350	178	218	259	1,772	4	10 5 1/2	4 15 0	6 0 0	5 5 0	2 5 0	6 0 0	6 0 0	2 5 0	2 5 0
lank Planks, pieces	70	7	10		171	11	11 1/2	8 5 1/2	8 5 1/2	8 5 1/2	8 5 1/2	8 5 1/2	8 5 1/2	8 5 1/2	8 5 1/2
taves, pipe M.	2,814	5,437	7,933	4,850	5,146	0	0 4 1/2	0 0 0 1/2	0 0 4 1/2	0 0 4 1/2	0 0 4 1/2	0 0 4 1/2	0 0 4 1/2	0 0 4 1/2	0 0 4 1/2
taves, pipe M.	128	34	49	30	47	14	16 4 1/2	190 0 0	180 0 0	130 0 0	147 10 0	180 0 0	180 0 0	147 10 0	147 10 0
ardwood, fathoms, 6 feet	28	92	171	113	238	14	8 1 1/2	9 0 0	9 10 0	9 15 0	16 15 0	9 10 0	9 10 0	16 15 0	16 15 0
ardwood, 4 feet	-	-	-	-	-	8	11 1/2	9 0 0	9 10 0	9 15 0	8 15 0	9 10 0	9 10 0	8 15 0	8 15 0
Iahogany, Honduras, logs	469	558	1,782	1,863	1,553	0	0 11 1/2	0 1 0	0 0 10	0 0 8 1/2	0 0 8 1/2	0 0 10	0 0 10	0 0	0 0 8 1/2
St. Domingo	1,403	1,255	1,747	1,437	1,403	0	0 9 1/2	0 11 0	0 9 0	0 9 0	0 9 0	0 9 0	0 9 0	0 9 0	0 9 0
Cuba	206	426	1,126	1,379	896	0	1 11 1/2	0 1 11 1/2	0 0 10	0 0 9 1/2	0 0 9 1/2	0 0 9 1/2	0 0 9 1/2	0 0 11 1/2	0 0 11 1/2
edar, Havana, logs	258	370	763	1,587	332	0	0 6 1/2	0 0 8 1/2	0 0 7 1/2	0 0 6 1/2	0 0 6 1/2	0 0 6 1/2	0 0 6 1/2	0 0 6 1/2	0 0 6 1/2
'encil, cubic feet	18,872	9,400	10,400	15,500	7,850	0	4 11 1/2	0 5 0	0 5 6 1/2	0 5 0	0 5 0	0 5 0	0 5 0	0 4 6 1/2	0 4 6 1/2
'itch Pine	18,818	81,200	4,300	25,500	25,500	0	2 11 1/2	4 0 0	0 2 1/2	0 2 1/2	0 2 1/2	0 2 1/2	0 2 1/2	0 2 1/2	0 2 1/2
frican Oak	49,818	59,800	15,800	71,200	28,800	0	3 9 1/2	0 5 0	0 4 4 1/2	0 3 7 1/2	0 3 7 1/2	0 3 7 1/2	0 3 7 1/2	0 3 7 1/2	0 3 7 1/2

Statement of the Cargoes of Timber, &c., imported into the United Kingdom from British America and the Baltic, for the Eighteen Years ending the 1st of February, 1839.

Years ending 1st Feb.	British America.		Baltic.		Years ending 1st Feb.	British America.		Baltic.	
	Vessels.	Tonnage.	Vessels.	Tonnage.		Vessels.	Tonnage.	Vessels.	Tonnage.
1882	307	82,499	77	18,131	1831	321	106,392	66	18,166
1883	313	98,356	172	37,680	1832	311	87,108	68	17,068
1884	348	97,655	179	39,495	1833	331	112,856	98	26,339
1885	427	125,694	182	37,595	1834	247	89,504	64	20,809
1886	399	89,268	204	41,566	1835	317	117,994	94	27,394
1887	398	101,461	174	27,820	1836	420	163,284	102	29,545
1888	218	71,081	109	28,437	1837	398	143,481	66	18,900
1889	261	86,011	87	27,478	1838	357	155,000	85	19,000
1890	266	85,474	95	25,641	1839	502	160,294	73	23,116

TIN. — We have great satisfaction in being able to state that the duties on tin raised in Cornwall and Devon, and all regulations with respect to the coinage of the same (see *Dict. art. TIN*), have been abolished by the 1 & 2 Vict. c. 120. This wise and beneficial measure provides that compensation shall be made to the duchy of Cornwall for the loss arising from this abolition, by settling on its possessors a perpetual annuity equal to the nett average amount of the duties during the 10 years ending with 1837. And having thus secured the interests of the miners and the duke of Cornwall, the act goes on to secure those of the public, by enacting that the duties on foreign tin and tin ore shall be reduced to 15s. and 10s. a cwt. respectively. The total quantity of tin produced in Devon and Cornwall, in 1837-38, amounted to 5,130 tons, of the average value of 82½, making its total value 420,660*l*.

TONNAGE OF SHIPS.—We noticed, *Dict.* p. 1165., the inconvenience attending the old method of measuring ships, and gave some of the clauses of a bill that had been introduced for their more correct admeasurement. The subjoined statute, 5 & 6 W4. c. 56., which has embodied similar clauses, prescribes the rules according to which the tonnage of ships has been ascertained since the 1st of January, 1836. These rules are not so simple or easily applied as those that were previously used; but they give the tonnage of all ships, however built, with tolerably accuracy, and, consequently, take away the temptation, that till then existed, to build ships of a form unsuitable for the purposes of navigation, in order that by measuring less than their true burden, the duties charged according to the tonnage might be evaded.

Repeal of former Regulations.—The rules laid down in the act 3 & 4 Will. 4. c. 55. (see *Dict.* p. 977.) relating to the admeasurement of ships, are hereby repealed, so far as relates to the merchant ships to be hereafter registered.—§ 1.

Registered:—§ 1
Measurement:—The *tonnage of Vessel is to be ascertained*... From and after the commencement of this act the tonnage of every ship or vessel shall, previous to her being registered, be measured and ascertained while her hold is clear, and according to the following rule; viz.: divide the length of the upper deck between the afterpart of the stem and the forepart of the sternpost into 6 equal parts. Depths: at the foremost, the middle, and the aftermost of those points of division, measure in feet and decimal parts of a foot the depths from the under side of the upper deck to the ceiling at the lumber strake. In the case of a fore-and-aft deck, measure the depth at the aftermost of the points of division, and measure the usual depth of the lower deck. Breadth: divide each of those 3 depths into 5 equal parts, and measure the inside breadths at the following points; viz. at 1-5th and at 4-5ths from the upper deck of the foremost and aftermost depths.

and at 2-5ths and 4-5ths from the upper deck of the midship depth. Length; at half the midship depth measure the length of the vessel from the after part of the stem to the forepart of the sternpost; then twice the midship depth add the foremost and the aftermost depths for the sum of the depths; add together the upper and lower breadths at the foremost division, 3 times the upper breadth, and the lower breadth at the midship division, and the upper and twice the lower breadth at the after division, for the sum of the breadths; then multiply the sum of the depths by the sum of the breadths, and this product by the length, and divide the final product by 3,500, which will give the number of tons for register. If the vessel have a poop, or half deck, or a break in the upper deck, measure the inside mean length, breadth, and height of such part thereof as may be included within the bulk-head; multiply these 3 measurements together, and, dividing the product by 92'4, the quotient will be the number of tons to be added to the result as above found. In order to ascertain the tonnage of open vessels, the depths are to be measured from the upper edge of the upper strake. — § 2.

Tonnage to be entered on Register.—The tonnage or burden of every ship belonging to the U. K. ascertained in the manner before directed, shall, in respect of any ship registered after the commencement of this act (except as herein excepted), be inserted in the certificate of the registry thereof, and be taken and be deemed to be the tonnage or burden thereof for all the purposes of the said act. — § 3.

Tonnage of Steam Vessels.—In each of the rules before prescribed, when applied to ascertain the tonnage of any ship or vessel propelled by steam, the tonnage due to the cubical contents of the engine room shall be deducted from the total tonnage of the vessel as determined by either of the rules aforesaid, and the remainder shall be deemed the true register tonnage of said ship or vessel. The tonnage due to the cubical contents of the engine room shall be determined in the following manner; viz.: measure the inside head, then multiply the said length by the depth of the ship or vessel at the midship division as aforesaid, and the product by the inside breadth at the same division at 2-5ths of the depth from the deck taken as aforesaid, and divide the last product by 92'4, and the quotient shall be deemed the tonnage due to the cubical contents of the engine room. — § 4.

Length and Contents of Engine Room to be set forth in Description of Steam Vessel.—The tonnage due to the cubical contents of the engine room, and also the length of the engine room, shall be set forth in the certificate of registry as part of the description of the ship or vessel; and any alteration of such tonnage due to the cubical contents of the engine room, or of such length of the engine room, after registry, shall be deemed to be an alteration requiring registry *de novo* within the meaning of the said act for the registering of ships or vessels. — § 5.

For ascertaining Tonnage of Vessels when laden.—The tonnage of all ships, whether belonging to the U. K. or otherwise, as there shall be occasion to measure while their cargoes are on board, the following rule shall be observed; viz.: measure, first, the length on the upper deck between the afterpart of the stem and the forepart of the sternpost; secondly, the inside breadth on the underside of the upper deck at the middle point of the length; and, thirdly, the depth from the underside of the upper deck down the pumpwell to the skin; multiply these 3 dimensions together, and divide the product by 130, and the quotient will be the amount of the register tonnage of such ships. — § 6.

Amount of Register Tonnage to be carved on Main Beam.—The true amount of the register tonnage of every merchant ship or vessel belonging to the U. K., ascertained according to the rule by this act established in respect of such ships shall be deeply carved or cut in figures of at least 3 inches in length on the main beam of every such ship or vessel, prior to her being registered. — § 7.

Not to alter Tonnage of Vessels already registered.—Nothing herein contained shall extend to alter the present measure of tonnage of any ship or vessel which registered prior to the commencement of this act, unless in cases where the owners of such ships shall require to have their tonnage established according to the rule before provided, or unless there be occasion to have such ship admeasured again on account of any alteration made in the form or burden of the same, in which cases only such ships shall be re-admeasured according to the said rule, and their tonnage registered accordingly. — § 8.

Commencement of Act.—This act shall commence and take effect upon and from the 1st day of January, 1836. — § 9.

TRADE.—We subjoin some statements illustrative of the commerce and navigation of the U. Kingdom, in 1840 and 1841.

1. An Account of the Imports of the principal Articles of Foreign and Colonial Merchandise, of the Consumption of such Articles, and of the Customs Duties received thereon, in the Year ended 5th January 1842, compared with the Imports, Consumption, and Receipts in the preceding Year.

Articles.	Quantities imported.		Quantities entered for Home Consumption.		Gross amount of Duty received.	
	Year ended 5th January.		Year ended 5th January.		Year ended 5th January.	
	1841.	1842.	1841.	1842.	1841.	1842.
Barilla and alkali	63,071	40,286	56,408	47,173	5,810	4,955
Bark for tanners' or dyers' use	642,643	526,078	639,586	505,893	20,973	16,595
Butter	328,661	267,272	249,507	251,225	257,945	265,840
Cheese	926,469	969,726	919,207	946,335	118,925	136,084
Cocoa	5,499,746	4,862,673	2,045,478	1,930,764	17,530	16,902
Coffee, of the British possessions in America and Africa	12,726,898	9,709,551	9,938,155	10,641,591	256,799	279,344
Imported from the Cape of Good Hope, Mauritius, and British possessions in the East Indies; viz.						
Produce	9,860,971	6,841,101	4,541,511	6,980,294	117,535	181,931
Foreign	56,229,457	19,342,408	16,150,762	10,844,634	54,808	427,177
Foreign, otherwise imported	12,733,440	5,619,495	77,607	4,461	3,323	274
Total of coffee	70,250,766	41,512,555	28,708,033	28,420,980	922,468	886,646
Corn:—						
Wheat	1,993,383	2,408,974	2,024,917	2,300,888	725,052	390,071
Barley	925,428	964,428	619,840	232,825	118,997	47,784
Oats	540,732	119,922	612,851	30,550	84,303	10,249
Rye	3,332	15,600	1,837	518	1,116	231
Pears	158,486	144,596	159,456	192,857	34,820	17,869
Beans	129,419	295,048	129,517	267,696	18,106	61,865
Maize, or Indian corn	23,264	4,137	21,073	4,733	5,363	894
Buckwheat	766	3	745	3	111	1
Malt	275					
Wheat meal or flour	1,537,838	1,251,521	1,517,814	1,214,220	177,630	45,950
Barley meal						
Oatmeal	8,685	12,533	6,601	11,105	242	686
Rye meal		8		5		1
Indian meal		14				
Dyes and dyeing Stuffs, viz.						
Cochineal	1,105,554	1,105,244	510,886	566,678	237	266
Indigo	7,235,222	6,698,249	5,011,990	2,809,195	39,891	37,509
Lac-dye	1,254,927	880,822	649,949	765,894	1,800	2,153

Table I. — continued.

Articles.	Quantities imported.		Quantities entered for Home Consumption.		Gross Amount of Duty received.	
	Year ended 5th January.		Year ended 5th January.		Year ended 5th January.	
	1841.	1842.	1841.	1842.	1841.	1842.
Logwood - - - - - tons.	27,054	28,532	19,124	20,825	4,045	4,410
Madder - - - - - cwt.	140,795	106,551	155,371	101,711	14,027	10,698
Madder root - - - - -	109,415	105,413	115,642	105,891	2,904	2,780
Shumac - - - - -	187,029	183,153	187,991	180,000	483	472
Eggs - - - - - number	96,149,190	91,898,551	96,410,108	91,898,551	31,450	33,507
Flax and tow or codilla of hemp and flax - - - - - cwt.	1,253,240	1,557,207	1,860,459	1,535,475	5,522	5,984
Fruits, viz.						
Currants - - - - - cwt.	221,119	159,398	161,921	190,071	188,780	221,198
Figs - - - - -	30,065	25,725	36,351	29,077	20,798	22,917
Lemons and oranges - - - - - { chests or boxes at value	332,163 26,792 6311	375,198 25,446 1,8614	391,978 26,752 5,1714	363,914 23,446 7,1084	65,037	77,933
Raisins - - - - - cwt.	224,781	200,928	178,626	241,214	138,354	189,949
Gloves, leather - - - - - pairs	1,445,317	1,378,553	1,569,646	1,555,702	28,430	26,199
Hemp, undressed - - - - - cwt.	684,068	647,230	737,637	645,423	5,213	2,815
Hides, untanned - - - - -	352,867	534,638	304,521	426,222	40,510	60,080
Mahogany - - - - - tons	23,115	18,439	20,451	18,170	49,516	45,949
Molasses - - - - - cwt.	457,657	529,816	429,725	402,422	201,580	195,544
Metals, viz.						
Copper ore - - - - - cwt.	839,014	971,819	112	1,015	21	36
unwrought - - - - -	7,094	10,187	5	41	3	6
Iron, in bars or unwrought - - - - - tons	18,919	25,545	15,355	17,728	20,844	27,870
Steel, unwrought - - - - - cwt.	15,363	16,931	1	5	1	1
Lead, pig - - - - - tons	1,600	1,024	04	81	1	18
Spelter - - - - - cwt.	101,194	125,039	87,191	73,319	9,056	7,722
Tin - - - - - cwt.	9,591	26,305	43	148	5	117
Oil, viz.						
Train, blubber, and spermaceti - - - - - tons	25,581	25,106	24,505	23,717	16,954	34,234
Palm - - - - - cwt.	315,504	394,512	317,376	305,849	20,638	19,941
Cocoa-nut - - - - - tons	42,498	98,613	37,454	47,022	8,424	1,774
Olive - - - - - gallons	2,213,436	1,143,124	1,991,332	1,539,646	40,362	26,798
Opium - - - - - lb.	77,872	152,020	47,028	38,815	2,426	2,038
Quicksilver - - - - -	2,157,918	1,825,180	351,649	393,479	1,422	1,528
Rice - - - - - cwt.	943,918	451,120	916,090	915,577	11,575	12,508
Rice, in the husk - - - - - bushels	326,959	327,486	355,844	374,135	40,057	22,791
Saltpetre and cubic nitre - - - - - cwt.	337,817	378,068	325,607	368,175	8,267	9,665
Seeds, viz.						
Clover - - - - - cwt.	136,049	99,728	141,566	81,209	141,558	85,121
Flaxseed and linseed - - - - - bushels	3,558,070	2,922,925	3,294,896	2,764,250	21,318	18,121
Rape - - - - -	653,958	716,566	704,479	634,605	4,520	4,165
Silk, viz.						
Raw - - - - - lb.	5,709,016	5,271,135	5,860,980	5,388,662	16,627	14,896
Waste, knubs and husks - - - - -	700,526	1,559,370	745,243	1,579,286	343	649
Thrown, of all sorts - - - - -	289,494	230,087	288,981	278,922	46,633	47,288
Silk manufactures of Europe, viz.						
Silk or satin, plain - - - - - lb.	150,146	138,824	116,158	125,231	65,624	72,323
figured or brocade - - - - -	97,642	97,702	91,821	91,498	74,166	74,555
Gauze, plain - - - - -	3,284	2,539	3,130	2,278	2,700	2,033
striped, figured or brocade - - - - -	3,822	4,564	3,548	4,125	4,928	5,555
Tissue Foulards - - - - -	2,059	863	2,412	863	2,028	812
Crape, plain - - - - -	3,702	5,486	5,355	2,767	2,750	2,324
figured - - - - -	240	149	236	38	218	36
Velvet, plain - - - - -	22,389	18,016	16,531	14,469	18,766	16,709
figured - - - - -	3,668	5,700	2,548	5,597	5,676	4,504
Other sorts - - - - -	-	-	-	-	51,077	56,327
Silk manufactures of India, viz.						
Hendonnas and other silk handkerchiefs - - - - - piece	555,175	368,151	100,919	62,352	15,224	7,260
Other sorts - - - - -	-	-	-	-	1,820	1,828
Skins, viz.						
Goat, undressed - - - - - number	387,436	509,347	377,350	510,983	808	1,120
Kid, undressed - - - - -	141,675	115,442	136,241	111,661	214	214
dressed - - - - -	572,267	416,839	560,771	415,599	2,823	2,197
Lamb, undressed - - - - -	1,784,793	1,308,555	1,592,996	1,314,656	271	265
tanned, tawed or dressed - - - - -	7,714	17,925	8,778	18,455	34	102
Spices, viz.						
Cassia lignea - - - - - lb.	229,310	1,055,258	74,893	84,366	1,957	2,221
Cinnamon - - - - -	294,638	294,123	16,432	16,320	411	424
Cloves - - - - -	59,710	65,273	85,558	78,150	2,219	2,032
Mace - - - - -	91,403	15,027	16,906	16,906	2,185	2,113
Nutmegs - - - - -	115,193	95,092	118,664	113,239	15,041	14,835
Pepper - - - - -	5,927,959	12,928,758	2,741,955	2,750,798	70,608	72,207
Pimento - - - - -	1,015,400	797,660	559,453	297,808	4,577	5,901
Spirits, viz.						
Rum - gallons (including over proof)	4,312,533	5,930,219	2,515,150	2,278,861	1,155,703	1,065,525
Brandy - - - - -	5,396,227	2,894,608	1,108,767	1,165,137	1,259,831	1,329,872
Geneva - - - - -	803,812	514,884	16,003	15,404	18,173	17,589
Sugar, unrefined, viz.						
Of the British possessions in America - - - - - cwt.	2,204,833	2,115,674	2,482,530	2,274,452	3,071,027	2,865,825
Of Mauritius - - - - -	545,009	696,652	605,246	724,772	744,404	913,228
East India of British possessions - - - - -	482,524	1,139,249	518,636	1,066,490	641,507	1,544,652
Foreign of all sorts - - - - -	805,179	782,655	2,441	257	8,068	850
Total of sugar - - - - -	4,035,845	4,734,230	3,606,853	4,066,971	4,465,006	5,125,966
Tallow - - - - - cwt.	1,200,489	1,177,465	1,154,777	1,243,112	186,510	205,621
Tar - - - - - lasts	14,146	14,228	15,825	15,803	10,876	10,838
Tea - - - - - lb.	28,021,982	17,842,106	32,269,892	36,396,078	3,475,964	3,978,198
Timber, viz.						
Battens and batten ends - - - - - C.	19,449	19,160	19,577	18,969	175,904	155,920
Deals and deal ends from British America - - - - -	45,593	45,972	47,759	44,147	90,274	90,112
Deals and deal ends from other parts - - - - -	28,076	27,430	27,605	24,244	555,689	491,825
Staves - - - - -	96,849	90,251	95,325	89,672	58,179	40,773
Timber 8 inches square and upwards from other parts - - - - - loads	648,158	617,645	659,028	614,057	345,478	338,116
From other parts - - - - -	169,024	124,105	167,694	151,168	471,805	370,193
Tobacco:						
Unmanufactured - - - - - lb.	36,680,887	42,226,115	22,808,398	22,094,772	5,584,975	5,479,172
Manufactured, and stuff - - - - -	1,406,054	2,167,228	193,913	213,613	90,111	100,899
Turpentine:						
Common - - - - - cwt.	319,136	356,615	362,149	338,916	85,419	77,105

Table I.—*continued.*

Articles.	Quantities imported.		Quantities entered for Home Consumption.		Gross Amount of Duty received.	
	Year ended 5th January.		Year ended 5th January.		Year ended 5th January.	
	1841.	1842.	1841.	1842.	1841.	1842.
Wine, viz.					L.	L.
Cape gallons	460,084	300,190	457,068	440,983	64,898	63,677
French lb.	570,195	465,362	262,712	276,360	102,610	108,267
Other sorts —	8,281,028	6,504,692	6,023,430	5,642,675	1,705,361	1,628,022
Total of wine —	9,311,247	7,270,144	6,843,204	6,460,018	1,872,799	1,800,066
Wool, cotton, viz.						
Of the British possessions in America lb.	427,523	315,865	403,774	217,312	62	34
Of the British possessions in the East Indies —	77,081,751	87,463,584	51,930,819	59,667,480	8,016	9,656
From the United States of America —	487,856,504	558,623,771	452,990,122	535,353,283	607,900	483,101
From Brazil —	14,779,171	16,727,438	13,958,644	14,095,987	187,933	19,272
From Egypt —	6,287,109	7,873,611	6,494,421	6,719,899	8,617	9,187
Otherwise imported —	5,956,952	7,227,230	5,426,037	6,243,200	7,274	8,538
Total of cotton wool —	592,488,010	478,231,499	531,197,817	440,297,101	650,622	569,791
Wool, sheep's and lambs' lb.	49,436,284	55,769,878	55,000,976	53,020,067	133,257	130,017
Other articles —	—	—	—	—	753,967	747,531
					23,466,117	23,606,152

The foregoing statement is founded upon returns transmitted monthly throughout the current year to the inspector-general of imports and exports from the different ports of the United Kingdom. Such returns exhibit the gross quantities of articles entered for consumption, and the gross amount of duty thereon, without reference to deductions for over entries, &c. This statement will therefore not agree, in all points, with the annual statement to be compiled after the final adjustment of the customs-house records shall have been made.

II. An Account of the Number and Tonnage of Vessels, distinguishing the Countries to which they belonged, which Entered Inwards and Cleared Outwards, in the Years ended 5th January 1841 and 1842, exclusive of Vessels in Ballast, and of those employed in the Coasting Trade between Great Britain and Ireland.

Countries to which the Vessels belonged.	Entered Inwards.				Cleared Outwards.			
	Year ended 5th January.				Year ended 5th January.			
	1841.		1842.		1841.		1842.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
United Kingdom and its dependencies	14,570	2,807,367	14,419	2,900,749	12,984	2,408,792	14,243	2,624,680
Russia	275	79,443	246	72,592	94	25,303	112	35,484
Sweden	236	33,913	210	30,229	167	18,650	160	20,734
Norway	936	141,689	845	134,268	295	28,155	263	28,039
Denmark	1,440	111,390	1,108	84,411	1,210	85,249	1,256	94,555
Prussia	1,186	218,403	1,076	201,685	560	94,475	652	113,586
Other German States	1,207	90,842	1,271	103,061	801	60,324	1,049	86,092
Holland	669	56,932	582	49,517	628	38,592	541	52,830
Belgium	259	32,648	251	28,124	257	44,367	307	37,751
France	1,045	60,063	1,110	69,065	1,705	136,614	1,350	120,387
Spain	72	8,712	52	6,768	59	6,916	48	6,649
Portugal	87	5,983	73	8,228	76	8,914	82	9,751
Italian States	72	18,578	42	10,275	67	18,246	32	7,824
Other European States	1	250	—	—	2	476	—	—
United States of America	887	422,486	530	295,230	813	396,566	565	307,380
Other States in America, Africa, or Asia	3	386	2	967	2	289	1	114
Total	22,725	4,105,207	21,858	3,982,129	19,710	3,392,626	20,861	3,545,456

III. An Account of the Exports of the principal Articles of British and Irish Produce and Manufactures, in the Years ended 5th January 1841 and 1842.

Articles.	Declared Value of the Exports in the Year ended 5th January.		Articles.	Declared Value of the Exports in the Year ended 5th January.	
	1841.	1842.		1841.	1842.
	L.	L.		L.	L.
Coals, and culm	576,519	674,929	Brought forward	35,688,925	35,508,252
Cotton manufactures	17,567,510	16,209,241	Metals (<i>continued</i>).		
yarn	7,101,208	7,262,540	lead	257,312	258,461
Earthenware	373,184	590,772	tin, in bars, &c.	138,787	86,708
Glass	417,178	421,271	tin plates	336,929	368,047
Hardware and cutlery	1,349,137	1,623,191	Salt	215,479	175,663
Linen manufactures	3,306,083	5,356,030	Silk manufactures	792,648	786,066
yarn	822,876	970,840	Sugar, refined	440,823	647,834
Metals, viz.			Wool, sheep's or lambs'	330,233	567,676
iron and steel	2,594,859	2,867,950	Woolen yarn	452,957	489,344
copper and brass	1,460,464	1,329,488	Woolen manufactures	5,327,853	6,787,544
	35,688,925	35,508,252	Total of the foregoing Articles	43,959,614	44,545,595

TREBISOND. — *Transit Trade with Persia.* — We noticed, under the article TREBISOND, in the *Dictionary*, the importance that the trade with this place was likely to attain from its becoming a channel through which to carry on trade with Persia.

Previously to the 1st of January, 1832, the trade between Europe and Persia, by way of the Black Sea, principally centred in the Russian port of Redoubt Kalé, at the mouth of the Phasis. This was a consequence of the exemption granted in 1822 to the Russian provinces to the south of the Caucasus from the duties charged in the other parts of the empire. But the exemption having ceased at the period referred to, and the Trans-Caucasian provinces having been subjected to the same duties as the other provinces, the transit trade to Persia by way of Redoubt Kalé, Teflis, and the Caspian Sea, has almost entirely ceased, and it is now carried on through Trebisond, Erzeroum, and Tabreez. In consequence, the increase of trade at Trebisond has been very remarkable. In 1830, about 5,000 packages, valued at 250,000*l.*, were imported and forwarded for Persia; in 1834 about 12,000 packages, valued at 600,000*l.*, were so received and forwarded; and in 1835 the number of packages had increased to 19,327, valued at 966,350*l.*! We subjoin a

Statement of the Number and Tonnage of Vessels, with the Value of their Cargoes; and distinguishing the Countries to which the same belonged, which entered and cleared at the Port of Trebisond in the Year 1835. — (*Consular Return.*)

Country.	Entered.			Cleared.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
British	18	1,915	155,860	17	1,851	30,167
Turkish	113	16,644	619,336	102	15,212	602,854
Russian	16	2,651	157,439	14	2,275	34,084
Austrian	11	3,329	64,612	11	3,329	2,315
Greek	6	912	3,141	6	912	1,732
Sardinian	5	881	4,164	5	881	19,777
Samian	1	112	16,580	1	112	
Total	170	26,444	1,020,532	156	24,672	690,920

Most of the vessels from Constantinople had on board British produce; and it is believed that from 7-10ths to 9-10ths of the goods imported to Persia are of British origin, consisting principally of cotton goods, woollen, hardware, tin, sugar, &c. Previously to 1831 no British iron had ever been seen in Trebisond; but it was then introduced, and is now imported, to the exclusion of all other sorts. M. de Hagemester admits that it has entirely superseded the iron of Russia in this and other markets on the southern side of the Black Sea. — *Report on the Commerce of the Black Sea*, p. 207.*

In Persia, as in almost all Eastern countries, foreign products are admitted, on paying a low duty. Latterly, however, the schah has evinced a disposition to restrict the importation of English goods, or to load them with heavier duties. This conduct, so unusual in an Eastern prince, may, it is probable, have been suggested by the foreign agents at his court.

Direct Trade with Trebisond. — The transit trade of Trebisond is by far the most important; but, as the goods destined for Persia by this channel are cleared out for Turkey, they appear in the list of exports to it, and, consequently, make our trade with Turkey appear much greater than it really amounts to.

The trade with Trebisond itself is, however, far from inconsiderable, and might be indefinitely extended. The iron of Great Britain is now, as stated above, imported to the exclusion of that of Russia, which was formerly the only sort made use of. Considerable quantities of cotton yarn are also supplied through Trebisond to the looms in the eastern part of Asia Minor that used to be wholly supplied with native yarn, and a taste for British cottons is beginning to spread among the population.

We carry away from Trebisond Persian silk, wool, tobacco, wax, opium, boxwood, nuts, &c. But, owing to the restrictions on exportation, the trade has hitherto laboured under many difficulties; and numbers of ships have sailed in ballast for Odessa, Galatz, and other ports where they load.

TURKEY (TREATY OF COMMERCE WITH). — We have great pleasure in directing the attention of our readers to the following treaty. They are aware, as we have elsewhere shown (*Dict.*, art. CONSTANTINOPLE), that nothing can be more liberal than the policy of the Turkish government, as to importation. But the freedom of exportation is quite as necessary to the successful prosecution of commerce as that of importation. A country prohibited from selling, that is, from exporting, cannot, how much soever it may be disposed, import, or buy; and hitherto this has been in a great degree the case with Turkey. The government has been in the habit of monopolising the trade in silk and opium; and the exportation of a great many important articles, as corn, copper, hemp, and flax, &c., has either been wholly prohibited, or sold or jobbed, by the divan or the pacha of the province to the highest bidder, or some favoured minion. The subjoined treaty expressly stipulates for the suppression of this wretched system. "The Sublime Porte" formally engaging "to abolish all monopolies of agricultural produce, or of any other articles whatsoever, as well as all permits from the local governors, either for the purchase of any article or for its removal from one place to another when purchased;" and all viziers, or other officers, who may act contrary to such stipulations are to be punished. If this condition be *bonâ fide* enforced, it will effect one of the most salutary reforms that it was possible to introduce. We confess, indeed, that we have little, or rather no hope, in the regeneration or real improvement of Turkey, and should be glad to see her territories occupied by any European power.

* We have elsewhere referred (*Dict.* art. ODESSA) to this valuable publication. Though in the service of Russia, the author has not scrupled to point out errors in her policy; and has justly censured the extension of the tariff to the Trans-Caucasian provinces in 1832.

156 TURKEY (TREATY OF COMMERCE WITH). [SUPP.]

But still the liberty freely to export will do something for the inhabitants; and, by opening new markets for their products, will in so far stimulate their industry, and promote civilisation. The benefits that may grow out of this treaty to Great Britain and other commercial nations are but trifling compared to those that will probably result from it to Turkey herself; and it is on this account, indeed, that it is especially deserving of eulogy. The treaty takes effect from the 1st of March, 1839.

Convention of Commerce and Navigation between her Majesty and the Sultan of the Ottoman Empire, with two additional articles thereto annexed.

Art. 1.—All rights, privileges, and immunities which have been conferred on the subjects or ships of Great Britain by the existing capitulations and treaties are confirmed now and for ever, except in as far as they may be specifically altered by the present convention: and it is, moreover, expressly stipulated that all rights, privileges, or immunities which the Sublime Porte now grants, or may hereafter grant, to the ships and subjects of any other foreign power, or which it may suffer the ships and subjects of any other foreign power to enjoy, shall be equally granted to, and exercised and enjoyed by, the subjects and ships of Great Britain.

Art. 2.—The subjects of her Britannic Majesty, or their agents, shall be permitted to purchase at all places in the Ottoman dominions (whether for the purposes of internal trade or exportation) all articles, without any exception whatsoever, the produce, growth, or manufacture of the said dominions; and the Sublime Porte formally engages to abolish all monopolies of agricultural produce, or of any other articles whatsoever, as well as all permits from the local governors, either for the purchase of any article or for its removal from one place to another when purchased; and any attempt to compel the subjects of Her Britannic Majesty to receive such permits from the local governors shall be considered as an infraction of treaties, and the Sublime Porte shall immediately punish with severity any vizirs and other officers who shall have been guilty of such misconduct, and render full justice to British subjects for all injuries or losses which they may duly prove themselves to have suffered.

Art. 3.—If any article of Turkish produce, growth, or manufacture be purchased by the British merchant or his agent, for the purpose of selling the same for internal consumption in Turkey, the British merchant or his agent shall pay, at the purchase and sale of such articles, and in any manner of trade therein, the same duties that are paid, in similar circumstances, by the most favoured class of Turkish subjects engaged in the internal trade of Turkey, whether Mussulmans or Rayahs.

Art. 4.—If any article of Turkish produce, growth, or manufacture be purchased for exportation, the same shall be conveyed by the British merchant or his agent, free of any kind of charge or duty whatsoever, to a convenient place of shipment, on its entry into which it shall be liable to one fixed duty of 9 per cent. *ad valorem*, in lieu of all other interior duties.

Subsequently, on exportation, the duty of 3 per cent., as established and existing at present, shall be paid. But all articles bought in the shipping ports for exportation, and which have already paid the interior duty at entering into the same, will only pay the 3 per cent. export duty.

Art. 5.—The regulations under which firmans are issued to British merchant vessels for passing the Dardanelles and the Bosphorus, shall be so framed as to occasion to such vessels the least possible delay.

Art. 6.—It is agreed by the Turkish government that the regulations established in the present convention shall be general throughout the Turkish empire, whether in Turkey in Europe, in Turkey in Asia, in Egypt, or other African possessions belonging to the Sublime Porte, and shall be applicable to all the subjects, whatever their description, of the Ottoman dominions; and the Turkish government also agrees not to object to other foreign powers settling their trade upon the basis of this present convention.

Art. 7.—It having been the custom of Great Britain and the Sublime Porte, with a view to prevent all difficulties and delay in estimating the value of articles imported into the Turkish dominions, or exported therefrom, by British subjects, to appoint, at intervals of fourteen years, a commission of men well acquainted with the traffic of both countries, who have fixed by a tariff the sum of money in the coin of the Grand Signior which should be paid as duty on each article; and the term of fourteen years, during which the last adjustment of the said tariff was to remain in force, having expired, the high contracting parties have agreed to name conjointly fresh commissioners to fix and determine the amount in money which is to be paid by British subjects, as the duty of 3 per cent. upon the value of all commodities imported and exported by them; and the said commissioners shall establish an equitable arrangement for estimating the interior duties which, by the present treaty, are established on Turkish goods to be exported, and shall also determine on the places of shipment where it may be most convenient that such duties should be levied.

The new tariff thus established to be in force for seven years after it has been fixed, at the end of which time it shall be in the power of either of the parties to demand a revision of that tariff; but if no such demand be made on either side within the six months after the end of the first seven years, then the tariff shall remain in force for seven years more, reckoned from the end of the preceding seven years; and so it shall be at the end of each successive period of seven years.

Art. 8.—The present convention shall be ratified, and the ratifications shall be exchanged at Constantinople within the space of four months.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed their seals thereunto.

Done at Balta-Liman, near Constantinople, the 16th day of August, 1838.

PONSONBY.

(Signed in the Turkish original)

MUSTAPHA RESCHID, &c.

ADDITIONAL ARTICLES.

Certain difficulties having arisen between the ambassador of Her Britannic Majesty and the plenipotentiaries of the Sublime Porte, in fixing the new conditions which should regulate the commerce in British goods imported into the Turkish dominions, or passing through the same in transit, it is agreed between his Excellency the British ambassador and the plenipotentiaries of the Sublime Porte, that the present convention should receive their signatures, without the articles which have reference to the above-mentioned subjects forming part of the body of the said convention.

But at the same time it is also agreed—the following articles having been consented to by the Turkish government—that they shall be submitted to the approbation of Her Majesty's government, and, should they be approved and accepted by Her Majesty's government, they shall then form an integral part of the treaty now concluded.

The articles in question are the following:—

Art. 1.—All articles being the growth, produce, or manufacture of the United Kingdom of Great Britain and Ireland and its dependencies, and all merchandise, of whatsoever description, embarked in British vessels, and being the property of British subjects, or being brought overland, or by sea, from other countries by the same, shall be admitted, as heretofore, into all ports of the Ottoman dominions, without exception, on the payment of 3 per cent. duty, calculated upon the value of such articles.

And in lieu of all other and interior duties, whether levied on the purchaser or seller, to which these

articles are at present subject, it is agreed that the importer, after receiving his goods, shall pay, if he sells them at the place of reception, or if he send them thence to be sold elsewhere in the interior of the Turkish empire, one fixed duty of 2 per cent.; after which such goods may be sold and resold in the interior, or exported, without any further duty whatsoever being levied or demanded on them.

But all goods that have paid the 3 per cent. import duty at one port shall be sent to another free of any further duty, and it is only when sold there, or transmitted thence into the interior, that the second duty shall be paid.

It is always understood that Her Majesty's government do not pretend, either by this article or any other in the present treaty, to stipulate for more than the plain and fair construction of the terms employed; nor to preclude in any manner the Ottoman government from the exercise of its rights of internal administration, where the exercise of those rights does not evidently infringe upon the privileges accorded by ancient treaties, or the present treaty, to British merchandise or British subjects.

Art. 2.—All foreign goods brought into Turkey from other countries shall be freely purchased and traded in, in any manner, by the subjects of Her Britannic Majesty, or the agents of the same, at any place in the Ottoman dominions; and if such foreign goods have paid no other duty than the duty paid on importation, then the British subject or his agent shall be able to purchase such foreign goods on paying the extra duty of 2 per cent., which he will have to pay on the sale of his own imported goods, or on their transmission for sale into the interior; and after that such foreign goods shall be resold in the interior, or exported, without further duty; or, should such foreign goods have already paid the amount of the two duties (*i. e.* the import duty and the one fixed interior duty), then they shall be purchased by the British subject or his agent, and afterwards resold or exported, without being ever submitted to any further duty.

Art. 3.—No charge whatsoever shall be made upon British goods (such being the growth, produce, or manufacture of the United Kingdom or its dependencies, or the growth, produce, or manufacture of any foreign country, and charged in British vessels, and belonging to British subjects) passing through the straits of the Dardanelles, of the Bosphorus, and of the Black Sea, whether such goods shall pass through those straits in the ships that brought them, or are transhipped in those straits, or, destined to be sold elsewhere, are landed with a view to their being transferred to other vessels (and thus to proceed on their voyage) within a reasonable time.

All merchandise imported into Turkey for the purpose of being transmitted to other countries, or which, remaining in the hands of the importer, shall be transmitted by him for sale to other countries, shall only pay the duty of 3 per cent. paid on importation, and no other duty whatsoever.

Done at Balta-Liman, near Constantinople, the 16th day of August, 1838.

PONSONBY.

(Signed in the Turkish original)

MUSTAPHA RESCHID, &c.

Official Note delivered to Lord Ponsonby by his Excellency Nourée Effendi, on the 27th of August, 1838, relative to the 2d Article of the preceding Convention.

(Translation.)

It is stipulated by the 2d article of the Treaty of Commerce concluded between the Sublime Porte and the British government on the 25th Djemaziulevel, 1254 (August 16, 1838), that English merchants are at liberty to purchase all kinds of merchandise in the Ottoman empire.

But in order that the right of English merchants to sell within the Ottoman empire, or to export, the merchandise which they may purchase, may not be liable to misconception, the embassy of Her Britannic Majesty has desired that an explanation should be given on this point, either in the treaty itself, or in a special note.

The meaning of the passage of which an elucidation is requested is clear, from the relation which the subsequent points in the 2d article bear to each other. But we nevertheless repeat, that English merchants may, in virtue of the treaty, purchase within the Ottoman empire all kinds of merchandise; may, if they think proper, send the same abroad after having paid the duty thereon stipulated by the treaty, or may, if they think fit, resell the same within the Ottoman empire on conforming to the arrangements established by the said treaty with reference to internal commerce.

Such are the arrangements of the treaty; and we give this explanation to the ambassador, renewing to his Excellency the assurances of our sincere and perfect friendship.

The 7th Djemaziul-akir, 1254 (August 27, 1838).

VAN DIEMEN'S LAND. — *Population.* — Including military, the total population of Van Diemen's Land amounted, in December 1838, to 45,846, of whom 18,133 were convicts. The males are to the females in the proportion of about 3½ to 1, and the free to the convict population nearly as 27½ to 18. The total estimated value of the articles of colonial produce exported from the colony in 1838 was 581,475*l.*; the value of the imports during the same year being 702,956*l.*

Statement of the Value of the different Articles exported from Van Diemen's Land in 1835.

Articles.	Amount.	Articles.	Amount.
	<i>L.</i>		<i>L.</i>
Wool - - - - -	148,921	Potatoes - - - - -	2,761
Wheat - - - - -	40,769	Hides, seal skins, opossum, and kangaroo skins - - - - -	3,243
Oil - - - - -	54,160	Bark - - - - -	11,862
Whalebone - - - - -	10,698	Unenumerated goods - - - - -	41,386
Flour - - - - -	5,086		
Live stock - - - - -	7,783	Total - - - - -	320,679

The progress of the colony during the last few years has been singularly rapid, particularly in the breeding of sheep, its staple branch of industry. In 1828, for example, the stock of sheep amounted to 553,698 head, whereas in 1838 it had increased to 1,214,485 head! The export of wool has increased in a like proportion, having advanced from 99,415 lbs. in 1820, to 993,979 lbs. in 1830, and to 2,609,520 lbs. in 1838! The revenue of the colony was 52,483*l.* in 1827, and 138,591*l.* in 1838. In the latter year there belonged to the colony 101 vessels, of the aggregate burden of 8,382 tons.

VENEZUELA. — An Account of the trade of La Guayra, the principal port of this republic, in 1829, 1830, and 1831, is given in the *Dictionary* under LA GUAYRA. The following details with respect to the foreign trade of the Republic in 1833-34 are taken

from the official statements contained in the Report of the *Secretario de Hacienda*, published at Caraccas in 1835.

Imports.—During the same year the total value of the imports was 3,296,411 dollars; of these the value of the cotton goods was 1,063,627 dollars; linens, 615,270 dollars; woollens, 75,437 dollars; silk, 96,912 dollars; flour, 140,770 dollars; pork, 123,477 dollars, &c.

Statement of the Import and Export Trade of Venezuela in 1834-34, exhibiting the amount of the Trade with each Country.

Countries.	Imports and Exports.			Duties on Imports and Exports.		
	Imports.	Exports.	Totals.	Imports.	Exports.	Totals.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Great Britain -	897,742-76	290,542-08	1,418,284-84	238,082-35	26,579-16	265,261-51
United States -	785,061-33	1,115,490-38	1,898,551-71	274,708-38	35,622-25	306,330-63
France -	61,669-41	205,750-21	267,719-42	65,732-88	5,757-49	51,460-37
Germany -	326,972-56	384,527-26	711,499-62	105,246-98	10,538-60	115,585-58
Spain -	82,599-01	205,750-60	288,149-67	12,350-81	9,774-86	23,325-17
New Grenada -	121-90	18,764-33	18,886-23	46-87	197-49	244-36
Holland -	90,597-29	155,459-46	246,056-75	27,310-35	5,861-71	31,572-46
Denmark -	980,101-15	740,205-35	1,720,306-48	269,895-90	35,778-58	295,674-28
Mexico -	5,030	-	5,030	-	-	-
Sardinia -	-	28,658-19	28,658-19	-	965-83	965-83
Hayti -	-	1,018-90	1,018-90	-	2-92	2-92
Various -	68,416-30	18,516-67	86,732-97	19,163-59	831-63	19,995-22
Totals -	5,296,411-31	5,394,483-41	6,090,894-72	969,538-51	117,699-82	1,087,238-13

Exports.—Account of the Quantities and Values of the principal Articles exported by Sea from Venezuela in 1833-34.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Lbs.	Dollars.	Lbs.	Dollars.		
Coffee -	11,609,634	1,293,655	Dye-woods -	17,667,853	79,925
Cacao -	5,384,916	706,248	Tobacco, hides, balze, and	-	816,837
Indigo -	421,602	604,818	all other articles	-	-
			Total	-	3,594,483

The trade under the head of Denmark is entirely carried on with the island of St. Thomas.

The total imports and exports from La Guayra in 1833-34 were 3,541,190 dollars, being more than half the trade of the republic. The imports and exports from Puerto Cabello during the same year were 1,445,724 dollars; the rest were from Maracaybo, Guiana, &c. The countries to which the shipping frequenting the ports of the republic belonged, is not specified; but, in all, there cleared out 242 foreign ships, of the burden of 22,532 tons.

UNITED STATES (TRADE OF).—The following statements in relation to the trade and navigation of the United States have been derived from the official returns printed by order of Congress:—

Statement showing the Quantity and Value of the Cotton Wool annually exported from the United States since 1821.

Years.	Sea Island.	Other Sorts.	Value.	Years.	Sea Island.	Other Sorts.	Value.
Lbs.	Lbs.	Dollars.	Lbs.	Lbs.	Lbs.	Dollars.	Dollars.
1821	11,544,066	115,549,539	20,157,484	1831	8,311,762	268,668,022	25,289,492
1822	11,550,635	135,494,460	24,035,058	1832	7,745,373	315,471,749	31,744,682
1823	12,136,688	161,386,582	20,445,520	1833	11,142,987	313,555,617	36,191,105
1824	9,525,722	132,845,941	21,947,401	1834	8,085,937	376,631,970	49,445,402
1825	9,665,278	166,784,629	36,346,649	1835	7,752,756	379,696,256	64,961,592
1826	5,972,852	198,562,653	25,095,214	1836	8,214,419	415,086,888	71,284,225
1827	15,140,798	279,169,517	29,359,545	1837	5,886,971	438,924,566	63,240,162
1828	11,288,419	199,302,044	22,487,229	1838	7,286,540	588,665,957	61,558,282
1829	12,833,307	252,005,879	26,575,311	1839	6,107,404	408,516,808	61,258,282
1830	8,147,165	290,511,357	29,674,883	1840	8,779,669	735,161,392	65,870,307

It appears from this statement, that the value of the exports in 1836 was very decidedly greater than in any previous year; but the quantity was greatest in 1840. The increase since 1821 has been quite astonishing.

Account of the Quantity and Value of the Cotton Wool, Tobacco, Flour, and Rice, exported from the United States, during the Year ended the 30th of September, 1837; specifying the Quantities and Values of each Article shipped for each Country. (Papers laid before Congress, 19th of May, 1838.)

Whither Exported.	Cotton.			Tobacco.		Flour.		Rice.	
	Sea Island.	Other.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Lbs.	Lbs.	Dollars.	Hhds.	Dollars.	Barrels.	Dollars.	Pieces.	Dollars.
Russia -	-	297,374	121,828	251	11,510	-	-	448	9,765
Prussia -	-	62,023	6,010	632	19,029	-	-	749	17,527
Sweden and Norway -	-	843,748	102,849	1,055	55,534	4	42	290	6,832
Swedish West Indies -	-	-	-	23	1,728	5,536	30,063	107	2,843
Denmark -	-	313,729	44,658	115	10,650	-	-	5,311	67,371
British West Indies -	-	15,000	2,486	456	32,269	27,973	258,358	1,867	45,594
Holland -	-	2,172,558	259,383	22,739	930,657	-	400	9,818	211,367
Dutch East Indies -	-	-	-	-	-	-	4,200	-	-
Dutch West Indies -	-	-	-	159	9,337	8,289	81,770	510	12,009
Dutch Guiana -	-	-	-	56	2,108	905	9,015	60	1,535
Belgium -	-	1,769,434	264,486	2,183	86,010	-	-	603	14,511
Hanse Towns and other ports of Germany -	-	5,705,110	492,459	28,865	1,128,229	4	41	10,906	230,783

Whither Exported.	Cotton.			Tobacco.		Flour.		Rice.	
	Sea Island.	Other.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
England - - -	<i>Lbs.</i> 4,257,429	<i>Lbs.</i> 296,715,916	<i>Dollars.</i> 41,547,461	<i>Hds.</i> 20,723	<i>Dollars.</i> 1,750,065	<i>Barrels.</i> -	<i>Dollars.</i> -	<i>Flows.</i> 15,454	<i>Dollars.</i> 319,536
Scotland - - -	272,644	20,335,579	3,309,237	1,010	189,803	-	-	8	137
Ireland - - -	-	-	-	-	-	-	-	-	-
Gibraltar - - -	-	74,963	9,399	4,940	282,903	-	-	190	2,882
Malta - - -	-	-	-	361	22,135	-	-	-	-
British East Indies - - -	-	-	-	3	173	15	169	-	-
Cape of Good Hope - - -	-	-	-	70	6,535	-	-	-	-
British African ports - - -	-	-	-	-	-	-	-	-	-
British West Indies - - -	-	5,250	372	1,037	74,506	68,325	627,218	7,399	160,524
British Guiana - - -	-	-	-	14	1,335	111	1,033	538	7,660
British North America - - -	-	-	-	-	-	-	-	-	-
Colonies - - -	-	7,811	602	1,070	68,289	23,516	198,703	2,911	63,504
French Atlantic ports - - -	756,898	91,293,578	14,356,109	6,809	575,933	-	-	10,250	242,514
French Mediterranean ports - - -	-	6,557,721	909,562	2,301	147,889	-	-	1,316	32,311
French West Indies - - -	-	-	-	743	53,860	-	-	2,009	45,322
Hayti - - -	-	-	-	476	29,843	1,467	12,921	1,301	29,149
Spanish Atlantic ports - - -	-	283,004	38,989	1,000	102,321	-	-	235	5,130
Spanish Mediterranean ports - - -	-	-	-	-	-	-	-	-	-
Teneriffe, and other - - -	-	2,049,589	260,218	38	2,393	300	8,270	35	1,104
Canaries - - -	-	-	-	-	-	-	-	21	519
Cuba - - -	-	1,412,852	172,337	679	45,034	56,537	512,995	18,551	410,113
Spanish West Indies - - -	-	26,701	4,481	804	25,741	9,310	87,419	1,487	34,838
Portugal - - -	-	-	-	160	12,538	-	-	980	23,938
Madaira - - -	-	-	-	30	2,090	-	-	213	5,317
Fazal and other Azores - - -	-	-	-	-	-	-	-	18	470
Cape de Verd Islands - - -	-	1,511	206	246	23,221	216	1,993	5	126
Italy - - -	-	553,566	58,612	239	18,555	-	-	-	-
Sicily - - -	-	-	-	12	1,269	-	-	-	-
Trieste and other Austrian Adriatic ports - - -	-	8,430,026	1,211,645	20	1,741	-	-	100	1,095
Turkey, Levant, &c. - - -	-	15,327	1,609	3	272	-	-	-	-
China - - -	-	-	-	-	-	34	339	-	-
Texas - - -	-	-	-	416	14,532	5,307	47,879	555	15,622
Mexico - - -	-	2,119	351	-	-	12,332	116,157	365	10,459
Honduras - - -	-	-	-	5	619	2,900	27,818	105	2,331
Central Republic - - -	-	-	-	34	1,745	564	5,383	18	308
Colombia - - -	-	-	-	40	3,187	12,505	118,548	149	4,033
Brazil - - -	-	-	-	106	7,511	60,180	596,976	87	2,651
Chapetine Republic - - -	-	-	-	25	1,297	-	-	134	3,414
Argentine Republic - - -	-	-	-	176	13,121	1,385	17,415	216	4,496
Chili - - -	-	7,072	424	20	598	3,439	32,074	40	891
Peru - - -	-	-	-	112	9,961	4,251	43,061	9,799	194,233
West Indies, generally - - -	-	-	-	-	-	-	-	3,079	61,044
Europe, generally - - -	-	571,405	63,549	-	-	-	-	-	-
Asia, generally - - -	-	6,000	660	1,291	98,351	477	4,767	7	124
Africa, generally - - -	-	-	-	-	-	60	675	-	-
South Sea - - -	-	-	-	-	-	222	2,267	60	1,793
Sandwich Islands - - -	-	-	-	-	-	-	-	-	-
Total - - -	5,286,971	438,924,566	63,240,102	100,232	5,795,647	318,719	2,987,269	106,084	2,309,279

The total value of the different articles of domestic growth and manufacture exported from the United States during the year ended 30th of September, 1837, was 95,564,414 dollars. The value of the articles of foreign growth and manufacture exported from the United States during the same year was 21,854,963 dollars; making together a grand total of 117,419,376 dollars.

Amount of the registered, enrolled, and licensed Tonnage of the United States, on the 31st of December, 1830, 1832, 1834, 1836, and 1837.

	1830.	1832.	1834.	1836.	1837
Other	<i>Tons.</i> 576,475	<i>Tons.</i> 686,989	<i>Tons.</i> 837,438	<i>Tons.</i> 897,773	<i>Tons.</i> 810,447
Registered - - -	615,301	752,460	901,469	984,532	1,086,238
Enrolled and licensed	-	-	-	-	-
Totals - - -	1,191,776	1,439,449	1,738,907	1,882,303	1,896,685

WAREHOUSING SYSTEM. — The act 4 & 5 W. 4. c. 89. § 20. has the following proviso: —

The commissioners of customs shall remit or return the duties payable or paid, on the whole or any portion of wine, spirits, or other fluid, which shall be lost by any unavoidable accident in the warehouse in which it was deposited according to the provisions in the act 3 & 4 Will. 4. c. 57, or any other act to be passed for the warehousing of goods; and the duties upon the following articles, *deposited in warehouses of special security*, viz. wine, currants, raisins, figs, hams, cheese, and mahogany, when taken out of warehouse for home use, shall be charged upon the quantities actually delivered.

Loss by Fire in Warehouses. — The 5 & 6 Will. 4. c. 66. enacts, that the clause in the general warehousing act, 3 & 4 Will. 4. c. 56. § 41. (*Dict.* p. 1223.), providing for the indemnification of the merchants for damage occasioned to merchandise in warehouses by embezzlement, waste, or spoil, or by the wilful misconduct of the officers, shall not extend, or be taken to extend, to any damage or loss occasioned by fire. — § 4.

WEIGHTS AND MEASURES. — The act 4 & 5 Will. 4. c. 49., passed in 1834, repealed some of the clauses in the acts 5 Geo. 4. c. 74. and 6 Geo. 4. c. 12., establishing the new system of weights and measures, and enacted others in their stead. But the act referred to has been itself repealed by the 5 & 6 Will. 4. c. 63. This new act contains several important provisions. It abolishes all local or customary measures, under a penalty of 40s. for every sale made by them; it prohibits the mischievous practice of selling by heaped measure; it enacts that coals shall in all cases be sold by weight; that, with the exception of gold, silver, platina, diamonds, and other precious

stones (which may be sold by troy weight), and drugs (which may be sold in retail by apothecaries' weight), all other articles sold by weight shall be sold by avoirdupois weight only; and that a stone shall, in all cases, consist of 14 lbs. avoirdupois; a hundred weight of 8 such stones, &c. Lead and pewter weights are not to be stamped.

The act sets out with repealing the 4 & 5 of Will. 4. c. 49., and the provisions in the acts 5 Geo. 4. c. 74. and 6 Geo. 4. c. 12., which require that all weights and measures shall be exact models or copies in shape or form of the standards deposited in the exchequer; and those allowing the use of weights and measures, not in conformity with the Imperial standard, established by said acts; or that allow goods or merchandise to be bought or sold by weights or measures established by local custom, or founded on special agreement. It then goes on to enact as follows:—

Weights and Measures stamped at the Exchequer declared legal.—Weights and measures verified and stamped at the exchequer as copies of standard weights and measures shall be taken to be legal weights and measures, to be used for comparison as copies of the Imperial standard weights and measures, although not similar in shape to those required under the provisions of the said acts; and the comptroller-general, or other duly authorised officer of the exchequer, may compare and verify, and stamp as correct, standard measures of a yard, standard weights, and standard measures of capacity, any weights and measures which correspond in length, weight, and capacity with the standards, or parts or multiples thereof, deposited in the exchequer, under the 5 Geo. 4. c. 74., although such weights and measures may not be models or copies in shape or form of the standards so deposited. — § 4.

Copies of the Standard Weights and Measures worn to be re-verified.—All copies of the Imperial standard weights and measures which have become defective, or have been mended, in consequence of wear or accident, shall forthwith be sent to the exchequer, for the purpose of being again compared and verified, and shall be stamped as re-verified copies of such standard weights and measures, provided the comptroller-general, or other officer appointed for such verification, deem them fit for the purposes of standards; and every new comparison and verification shall be indorsed upon the original indenture of verification; and such weights and measures shall be stamped upon payment of fees of verification only; and the comptroller-general, or other officer, shall keep an account of all copies of the Imperial standard weights and measures verified at the exchequer. — § 5.

Local and Customary Measures abolished.—From and after the passing of this act, the Winchester bushel, the Scotch ell, and all local or customary measures, shall be abolished; and every person who shall sell by any measure other than one of the Imperial measures, or some multiple or aliquot part thereof, shall be liable to a penalty not exceeding 40s. for every such sale: but nothing herein shall prevent the sale of any articles in any vessel, where such vessel is not represented as containing any amount of Imperial measure, or of any fixed, local, or customary measure heretofore in use. — § 6.

Heaped Measures abolished.—From and after the passing of this act, so much of the said acts as relates to heaped measure is hereby repealed, and the use of heaped measure shall be abolished, and all bargains, sales, and contracts made after the passing of this act, by heaped measure, shall be null and void; and every person who shall sell any articles by heaped measure shall be liable to a penalty not exceeding 40s. for every such sale. — § 7.

Articles sold by Heaped Measure, how to be sold.—Whereas some articles heretofore sold by heaped measure are incapable of being stricken, and may not be conveniently sold by weight; it is enacted, that all such articles may henceforth be sold by a bushel measure, corresponding in shape with the bushel prescribed by the 5 Geo. 4. c. 74. for the sale of heaped measure, or by any multiple or aliquot part thereof, filled in all parts as nearly to the level of the brim as the size and shape of the articles will admit; but nothing herein shall prevent the sale by weight of any article heretofore sold by heaped measure. — § 8.

Coals to be sold by Weight.—From and after the 1st of January, 1836, all coals, slack, culm, and cannel of every description shall be sold by weight, and not by measure, under a penalty of 40s. for every sale. — § 9.

All Articles to be sold by Avoirdupois, except, &c.—From and after the passing of this act, all articles sold by weight shall be sold by avoirdupois weight, except gold, silver, platinum, diamonds, or other precious stones, which may be sold by troy weight; and drugs, which, when sold by retail, may be sold by apothecaries' weight. — § 10.

The Stone, Hundred Weight, &c.—From and after the passing of this act, the weight denominated a stone shall, in all cases, consist of 14 standard pounds avoirdupois, the hundred weight of 8 such stones, and the ton of 20 such hundred weights; but nothing herein shall prevent any bargain, sale, or contract being made by any multiple or aliquot part of the pound weight. — § 11.

Contents of Weights and Measures to be stamped on them.—All weights made after the passing of this act of the weight of one pound avoirdupois, or more, shall have the number of pounds contained in them stamped or cast on the top or side thereof in legible figures and letters; and all measures of capacity made after the passing of this act, shall have their contents stamped or marked on the outside thereof in legible figures and letters. — § 12.

Weights of Lead or Pewter not to be stamped.—The stamping of weights of lead or pewter, or of any mixture thereof, is prohibited after the 1st of January, 1836; but nothing herein shall prevent the use of lead or pewter, or any mixture thereof, in the manufacture of weights wholly and substantially cased with brass, copper, or iron, and legibly stamped or marked "cased," or prevent the insertion of such a plug of lead or pewter into weights as shall be *bona fide* necessary for adjusting them and affixing the stamp thereon. — § 13.

Conversion of Rents, Tolls, &c.—Clauses 14. and 15. regulate the proceedings that are to take place in England, Ireland, and Scotland, for the conversion of rents, tolls, &c. payable in weights or measures now abolished into Imperial standard weights and measures.

Fair Prices.—In Scotland, from and after the passing of this act, the fair prices of all grain in every county shall be struck by the Imperial quarter, and all other returns of the prices of grain shall be set forth by the same, without any reference to any other measure whatsoever; and any sheriff, clerk, clerk of a market, or other person offending against this provision, shall forfeit not exceeding 5l. — § 16.

Copies of Standards, Inspectors, &c.—Clauses 17, 18, 19, and 20. prescribe the mode in which copies of the standard weights and measures shall be provided in counties, cities, boroughs, &c., the appointment of inspectors of weights and measures, &c. Clause 22. orders, that the expense of providing copies of standard weights, with the remuneration to inspectors, be defrayed out of the county rate. Clause 23. prohibits any maker or seller of weights or measures from being appointed inspector, and orders all inspectors to enter into a bond of 200l. for the due performance of the duties of their office, and the safe custody of the stamps and standard weights and measures committed to their care. Clause 24. orders inspectors to attend at market towns when ordered by justices. The following clauses are of general importance.

Magistrates to procure Stamps for Inspectors for stamping all Weights, &c.—In England, the justices in general or quarter sessions assembled, and in Scotland the justices and magistrates at a meeting called by the sheriff, and in Ireland the grand juries, shall provide the inspectors with good and sufficient stamps for stamping or sealing weights and measures; and all weights and measures whatsoever, except as herein excepted, used for buying and selling, or for the collecting of any tolls or duties, or for the

making of any charges on the conveyance of any goods or merchandise, shall be examined and compared with one or more copies of the Imperial standard weights and measures provided under authority of this act for such inspectors, who shall stamp, so as best to prevent fraud, such weights and measures, if they be found to correspond with the said copies; and the fees for such examination, comparison, and stamping, shall be those in the schedule at the end of this act; and every person using any weight or measure other than those authorised by this act, or some aliquot part thereof, or which has not been stamped as aforesaid, except as herein excepted, or which shall be found light or otherwise unjust, shall forfeit not exceeding 5*l.*; and any contract, bargain, or sale made by such weights or measures shall be wholly null and void; and every light or unjust weight and measure shall, on being discovered by any inspector, be seized, and, on conviction, forfeited; but nothing herein shall require any single weight above 56 lbs. to be inspected and stamped, nor any wooden or wicker measure used in the sale of lime, or other articles of the like nature, or any glass or earthenware jug or drinking cup, though represented as containing the amount of any Imperial measure, or of any multiple thereof; but any person buying by any vessel represented as containing the amount of an Imperial measure, or of any multiple thereof, is authorised to require the contents of such vessel to be ascertained by comparison with a stamped measure, such measure to be provided by the person using such wooden or wicker measure, glass jug, or drinking cup; and in case the person using such last mentioned measure or vessel refuse to make such comparison, or if, upon comparison being made, it be found to be deficient in quantity, the person using the same shall be subject to the forfeitures and penalties imposed on those using light or unjust weights or measures. — § 21.

Weights and Measures once stamped need not be re-stamped. — No weight or measure duly stamped by any inspector appointed under the 4 & 5 Will. 4. c. 49, or this act, or by any person or persons authorised to examine and stamp weights or measures, shall be liable to be re-stamped, although the same be used in any other place than that at which it was originally stamped, but shall be considered as a legal weight or measure throughout the U.K., unless found to be defective or unjust. — § 27.

Power to Justices, &c. to enter Shops and inspect Weights and Measures. — Justices, sheriffs, magistrates, and inspectors are authorised to examine weights and measures, and to order such as are light or otherwise unjust to be seized and forfeited; those using such weights and measures are subjected to a penalty of not more than 5*l.*; and a like penalty is imposed on those refusing to produce such weights and measures, or obstructing the magistrates. — § 28.

Penalties on Inspectors counterfeiting Stamps, &c. — Inspectors or other persons authorised to inspect weights or measures, who shall stamp any weight or measure without verifying the same, or who shall otherwise misconduct themselves in their office, shall for every such offence forfeit not more than 5*l.*; persons forging or counterfeiting any stamp or mark used for stamping or marking weights or measures, forfeit for every offence not more than 50*l.*, and not less than 10*l.*; and persons knowingly using weights or measures marked with such counterfeit stamps, forfeit for every offence not more than 10*l.*, nor less than 2*l.*. — §§ 29, 30.

Penalty on Price Lists, &c. — From and after the 1st of January, 1836, any person printing, or clerk of any market or other person making any return, price list, price current, or any journal or other paper containing price list or price current, in which the weights and measures quoted or referred to denote or imply a greater or less weight or measure than is denoted or implied by the same denomination of Imperial weights and measures under the provisions of this act, shall forfeit and pay not exceeding 10*l.* for every copy of every such return, price list, price current, journal, or other paper which they publish. — § 31.

The remaining clauses relate to the recovery of penalties; and save the rights of the Founders' Company, and of the Universities of Oxford and Cambridge.

Schedule of fees to be taken by all inspectors of weights and measures appointed under the authority of this act: —

For examining, comparing, and stamping all brass weights, within their respective jurisdictions, —

	s.	d.
Each half hundred weight	-	0 9
Each quarter of a hundred weight	-	0 6
Each stone	-	0 4
Each weight under a stone to a pound inclusive	-	0 1
Each weight under a pound	-	0 0½
Each set of weights of a pound or under	-	0 2

For examining, comparing, and stamping all iron weights, or weights of other descriptions not made of brass, within their respective jurisdictions, —

	s.	d.
Each half hundred weight	-	0 3
Each quarter of a hundred weight	-	0 2
Each stone	-	0 1
Each weight under a stone	-	0 0½
Each set of weights of a pound and under	-	0 2

For examining, comparing, and stamping all wooden measures, within their respective jurisdictions, —

	s.	d.
Each bushel	-	0 3
Each half bushel	-	0 2
Each peck, and all under	-	0 1
Each yard	-	0 0½

For examining, comparing, and stamping all measures of capacity of liquids, made of copper or other metal, within their respective jurisdictions, —

	s.	d.
Each five gallon	-	1 0
Each four gallon	-	0 9
Each three gallon	-	0 6
Each two gallon	-	0 4
Each gallon	-	0 3
Each half gallon	-	0 1
Each quarter and under	-	0 0½

WHALE FISHERY (SOUTHERN). — This consists of three distinct branches; viz., 1st, the catch of the spermaceti whale; 2d, that of the common black whale of the southern seas; and, 3d, that of the sea elephant, or southern walrus.

The spermaceti whale (*Physeter macrocephalus*) is found in all tropical climates, and on the coasts of New Zealand and Japan. The ordinary duration of the voyage of a ship from England, employed in this department of the fishery, is about 3 years.

The common black whale of the southern seas (*Physeter microps*) is met with in various places, but principally on the coast of Brazil; in the bays on the west coast of Africa; and in some of the bays in New South Wales, Van Diemen's Land, &c.

Sea elephants (intermediate between the walrus of the northern seas and the seal) are principally met with in the seas round the Islands of Desolation, South Georgia, and South Shetland, the coast of California, &c. Vast numbers of these animals are annually captured; vessels frequently load entirely with them; and they are believed to furnish more oil than the common South Sea whale. The oil of the black whale and that of the sea elephant are both known in the market by the name of southern oil; and they are so very similar, that those most versed in the trade can with difficulty distinguish the one from the other. Hence ships commonly engage indifferently in either fishing as opportunity offers. The usual duration of the voyage of a ship from England in either of the last two departments, or in the two combined, varies from 12 to 18 months. We subjoin a

Statement of the Southern Whale Fishery carried on from Great Britain since 1800; exhibiting the Total Number of Ships annually absent from Great Britain on Whaling Expeditions; the Total Number of Ships that annually returned to Great Britain; the Annual Imports of Sperm and Common Oil, with the Prices of each; the Average Tonnage of the Ships at Sea; and the Average Number of Men to each Ship.

Years.	Ships at Sea.	Ships returned.	Sperm Oil imported.	Common Oil imported.	Price of Sperm Oil per Tun.	Price of Common Oil per Tun.	Total Value of Imports.	Average Tonnage of Ships.	Average No. of Men to a Ship.
			<i>Tons.</i>	<i>Tons.</i>	<i>£.</i>	<i>£.</i>	<i>£.</i>		
1800	64	26	1,351	2,856	70	39	179,650		
1801	78	35	1,555	3,538	84	40	188,140		
1802	90	36	1,106	5,948	80	29	260,572		
1803	92	32	1,770	4,496	80	35	298,560		
1804	99	37	1,952	4,210	78	32	286,976		
1805	86	32	2,415	3,099	75	30	275,945	242	28
1806	66	38	2,338	3,739	70	26	260,801		
1807	43	30	1,551	1,473	78	24	140,730		
1808	55	29	1,681	2,140	95	34	249,093		
1809	55	15	1,894	805	100	40	214,600		
1810	45	16	1,410	765	105	42	180,180		
1811	59	27	3,404	966	100	37	376,142		
1812	62	12	1,893	635	90	42	306,496		
1813	41	12	2,598	2,131	82	50	309,586		
1814	48	29	2,695	1,977	66	40	256,950	300	30
1815	56	15	1,181	1,897	66	36	146,238		
1816	54	31	3,505	2,928	55	28	267,749		
1817	76	24	1,969	3,009	65	50	318,255		
1818	91	33	3,398	4,267	75	36	408,462		
1819	112	40	3,678	4,885	85	53	475,855		
1820	157	59	2,717	5,061	71	45	319,432		
1821	123	28	3,606	4,570	60	19	203,190		
1822	118	41	6,011	1,970	54	22	356,934		
			British.	Colonial.	British.	Colonial.		340	32
1823*	114	57	6,891	296	1,725	668	385,626		
1824	96	42	5,929	150	742	618	275,040		
1825	83	32	4,331	65	1,104	412	256,488		
1826†	78	38	5,693	388	454	389	359,837		
1827	80	29	4,476	334	665	474	367,455		
1828	83	20	5,216	116	136	338	275,078		
1829	92	26	4,485	818	162	478	74	27	408,082
1830	101	25	4,157	498	418	904	74	43	394,045
1831	108	27	5,329	1,276	192	1,462	75	43	654,747
1832	106	30	5,576	1,689	402	1,785	61	28	498,301
1833	110	19	5,451	2,698	220	2,445	62	25	457,285
1834	99	27	4,021	2,710	149	2,594	65	25	496,094
1835	89	33	5,631	2,520	311	3,137	75	23	688,569
1836	82	26	4,285	2,716	99	4,180	80	32	697,095
1837	86	18	3,118	2,661	381	4,223	84	35	640,576
1838	84	21	3,501	2,434	307	7,904	84	25	741,840
1839	77	22	4,550	1,322	170	6,515	95	25	691,580

* The ships for this and the succeeding years, as for the previous ones, do not include colonial ships, but those from Britain only.

† From this year commenced the Imperial Measure.

‡ American sperm oil.

We are indebted for the above valuable table, the only one of its kind that has ever been published, to a gentleman connected with a house that has been largely engaged in the trade since its commencement. The details may, therefore, be safely depended upon.

The spermaceti and southern colonial oils are principally imported from New South Wales and Van Diemen's Land. There used also to be a very considerable importation from the Cape of Good Hope; but that is now much fallen off. The imports of whale and seal oil from our North American possessions have been greatly augmented of late years. That, however, is mostly the product of the northern sea.

WHALE FISHERY (NORTHERN). — We regret to have to state that additional experience has served to confirm the unfavourable view we took in the *Dictionary* of this branch of industry. The subjoined account exhibits its condition in each year, from 1815 to 1834, both inclusive. It is seen from it that the ships and tonnage sent out have fallen off about a half since 1821! The years 1835 and 1836 were peculiarly disastrous: the trade has since, however, somewhat improved. But the fishery has, in fact, been for several years past more akin to a lottery than to any thing else; and, latterly, the blanks seem to have predominated very decidedly over the prizes. Considering the profitless nature of the business, and the hazards to which the seamen engaged in it are exposed, it would seem to be high time to put an end to the existing temptations to embark in it, by reducing the duties on vegetable oils. A reduction of this sort would, besides, be of much advantage to several of our most important manufactures; and would, in no small degree, contribute to promote the commerce of the country. [See table at top of next page.]

WHALE FISHERY (AMERICAN SOUTHERN). — The Americans were among the first to begin, and have long outstripped every other people in the extent and success with which they have prosecuted the southern whale fishery. It is principally carried on from New Bedford and other ports in the state of Massachusetts; and from Nantucket, a small island dependent on this state, celebrated for the bold adventurous character of its sailors, and for being the earliest seat of the fishery. We borrow from a *Nantucket journal* the following details with respect to this fishery in 1834: —

Abstract Account of the Northern Whale Fishery for the 30 Years ending with 1834.

Number of Ships to Greenland and Davis's Straits.			Total Ships.	Tonnage.	Ships Lost.	Number of Whales.	Tons of Oil.	Tons of Bone.
Years.	G.	D. S.						
1815	98	48	146	47,148	1	733	10,682	528
1816	101	45	146	46,868	1	1,330	13,590	632
1817	97	53	150	48,084	5	828	10,871	539
1818	94	63	157	50,362	2	1,208	14,482	666
1819	96	63	159	51,082	12	988	11,401	517
1820	102	57	159	50,546	3	1,595	18,745	946
1821	80	79	159	50,709	14	1,405	16,853	923
1822	61	60	121	38,144	8	630	8,653	422
1823	55	62	117	36,759	3	2,018	17,074	921
1824	32	79	111	35,013	1	761	9,871	534
1825	21	7	28	34,751	5	500	6,370	350
1826	5	90	95	30,414	5	512	7,300	400
1827	16	72	88	28,273	1	1,162	13,186	733
1828	14	79	93	28,665	3	1,197	13,965	802
1829	1	88	89	28,812	4	871	10,672	608
1830	0	91	91	29,396	19	161	2,199	119
1831	8	80	82	28,608	3	451	5,104	273
1832	19	62	81	26,393	5	1,563	12,610	676
1833	3	74	77	25,294	1	1,695	14,508	802
1834	7	69	76	24,955	3	872	8,214	442
Yearly average			115½	37,013½	5	1,024	11,313	591½

Spermaceti Whale Fishery.—The whole number of ships engaged in this valuable branch of the fisheries is 275, of which 257 are now absent; viz. from—

New Bedford	-	94	Falmouth	-	6
Nantucket	-	63	Newport	-	6
Fairhaven	-	14	Sagharbor	-	5
Bristol	-	13	Salem	-	3
New London	-	10	Newburyport	-	3
Hudson	-	9	Poughkeepsie	-	2
Warren	-	7	Portsmouth	-	2
Edgartown	-	6	Dartmouth	-	2

And one from each of the following ports; viz.—Boston, Plymouth, Wareham, Rochester, Portland, Wiscasset, Fall River, Providence, Stonington, Newbury, New York, and Wilmington Delaware. Sixteen ships only are in port, belonging as follows: to New Bedford, 7; Nantucket, 5; Fairhaven, Plymouth, Sagharbor, and Edgartown, each 1.

The aggregate tonnage of the 257 absent ships is nearly 100,000 tons. Of these, only 61 had each at last dates obtained 1,000 brls. of oil and upwards; and about the same number are not yet reported with any oil. The number of seamen and navigators employed on board these vessels is not far from 9,000. The cost of the entire fleet, as fitted for these voyages of 3 years' duration, probably exceeds 6,000,000 dollars.

A document before us furnishes a very careful estimate of

the spermaceti oil imported into the United States during the year 1834. Since Jan. 1. there have arrived from the Pacific Ocean 55 ships; viz., into this port, 11; New Bedford, 25; Plymouth, 2; Fairhaven, 6; New London, 2; Edgartown, 2; Sagharbor, 2; Warren, 3; Falmouth, Bristol, and Hudson, 1 each. The cargoes of these ships, including that of the Levant and Spartan (just arrived, and presumed to amount to 5,000 brls.) average little more than 2,600 brls. each; being in the whole, 111,881 brls. Add to this quantity 16,000 brls. estimated to have been brought from the South Atlantic Ocean, making about 128,000 brls. and we have the entire quantity of spermaceti oil imported in the course of the last year. Of this quantity 70,577 brls. were received at New Bedford, and the residue at Nantucket and other ports.

Among the ships now abroad, there are 31 which sailed in 1831; 75 in 1832; 88 in 1833; and 65 in 1834. Should no unforeseen calamity take place, whereby this important branch of national industry may be injured or interrupted, the number of spermaceti whale ships expected to arrive within the year 1835, may be set down at 70, and their cargoes at 135,000 brls., valued at upwards of 5,000,000 dollars.

We deduce from this valuable document one fact which we repeat with some feeling of pride. It is, that more than half of the ships now engaged in the sperm whale fishery, are commanded by Nantucket men; though less than one fourth of the whole fleet is owned in this place.

Whale Fishery.—Annexed is a statement of the whale fishery of the United States during the year 1838, together with the arrivals for the last seven years. It will be seen (as we predicted in our statement last year) that the arrivals of sperm oil have fallen considerably short of last year, being only 129,400 brls. against 182,569 brls. in 1837, showing a decrease of 53,169 brls.; to which may be attributed the present high prices, together with the great increase of consumption. It will also be seen that the imports of whale oil have been larger than the previous year, having amounted to 228,710 brls.: yet so great has been the increase of home consumption, that prices have ruled high during the year, and there is not at the present time any considerable quantity in the importers' hands. The quantity of whalebone has also increased pro rata.

Below is a Memorandum of Arrivals at the different Ports in the United States during the Year 1838.

Ships and Eqs.					Ships and Eqs.									
Brigs.	Schs.	brls. Sperm.	brls. Whale.		Brigs.	Schs.	brls. Sperm.	brls. Whale.						
N. Bedford and Fairhaven	81	10	1	77,800	84,100	Other places	-	-	21	11	-	6,290	26,610	
Nantucket	-	13	-	3	21,730	6,800	Total, 1838	189	26	8	129,400	228,710		
Sagharbor	-	24	-	-	1,250	37,600	— 1837	215	19	6	182,569	215,120		
New London	-	30	1	3	4,408	34,000								
N. York, including places in North River					7	1	6,550	7,000				85,169	15,590	
Bristol	-	-	-	-	3	-	1,900	6,900	Arrived in 1836	-	-	-	131,991	125,050
Salem	-	-	3	1	-	-	1,080	7,750	Arrived in 1835	-	-	-	175,130	122,100
Warren	-	-	7	-	-	-	2,500	9,700	Arrived in 1834	-	-	-	129,824	122,392
Boston	-	-	1	2	-	-	1,400	1,950	Arrived in 1833	-	-	-	115,171	159,166
Edgartown	-	-	-	-	-	-	170	2,500	Arrived in 1832	-	-	-	79,087	179,241
Newport	-	-	5	1	-	-	4,000	6,200	Arrived in 1831	-	-	-	110,532	113,948
									Arrived in 1830	-	-	-	106,829	86,294

[Boston Daily Adv.

There are various circumstances that conspire to give the Americans advantages for the prosecution of the southern whale fishery that are not enjoyed by any European nation. It is difficult, however, to see why it should not be prosecuted with still greater advantage from the ports of New South Wales, Van Diemen's Land, &c. It is supposed by many that Rio de Janeiro would be a good station for the fishing.

We believe, however, that the southern, as well as the northern, whale fishery has passed its zenith, and from the same cause—the decreasing supply of fish. The whales are gradually becoming scarcer and more difficult to catch. They have been entirely, or almost entirely, driven from some of their old haunts; and the fishery is now very frequently prosecuted in very high latitudes.

WINE.—The Oporto Wine Company, described in the *Dict. art. WINE*, p. 1247., abolished by a decree, dated Lisbon, 30th of May, 1834, has been re-established by the following decree, dated April 7, 1838:—

"I, Donna Maria, by the grace of God, Queen of Portugal, &c., do hereby make it known to all my subjects, that the general, extraordinary, and constitutional Cortes have decreed, and I have sanctioned, the following law:—

"Art. 1. The General Company for the culture of the vines in Upper Douro, suppressed by the law of the 20th of May, 1834, is again established for the period of twenty years. This company will, however, merely have the right of proving and lotting the wines of Upper Douro, marking the casks, and issuing transit permits, according to the laws of May 17 and December 20, 1824, modified by the resolutions of December 6, 1824, and November 11, 1825, by which the mode of proving the wines was prescribed.

"Art. 2. Such wines only as shall have been approved of and furnished with a permit by the company, will be allowed to be exported over the bar of Oporto.

"§ The wine at present in store at Oporto, Villa Nova da Gaia, and in the Douro, shall be manifested immediately after the publication of this law; and, if previously qualified, may be exported over the bar of Oporto, either with or without a permit.

"Art. 3. As a compensation for the expenses to which the company will be put in proving and lotting the wines, branding casks, and issuing permits, they shall be entitled to levy 400 reis upon each pipe of wine receiving a permit. This sum of 400 reis shall be deducted from the amount of duties payable for consumption or exportation; and the company shall be obliged to render an annual account of the receipts and expenses to government, and to hand over the balance if there should be any.

"Art. 4. The company may promote the augmentation of its stock by means of shares, for which purpose the necessary authorisation is to be applied for to government, to whom the company shall also propose whatever else may be necessary for the execution of this law.

"Art. 5. All legislation to the contrary is hereby revoked.

"THE QUEEN.

"ANTONIO FERNANDES COELHO.

"Palace of Necessidades, April 7, 1838."

Wine, Survey of Permits, &c.—The 5 and 6 Will. 4. c. 89. exempts the dealers in and retailers of wine, not being dealers in or retailers of spirits, from the obligation to allow their premises to be entered, and their stocks and premises to be surveyed by the officers. It also enacts that a *permit* shall no longer be necessary for the removal of wine. Licences may be granted by the commissioners of excise to sell wine in theatres, &c.

WOOLLEN MANUFACTURE.

Account of the Quantity and real Value of British Woollen Manufactures exported from the United Kingdom in the Year 1837, specifying the Countries to which they were exported, and the Quantity and Value of those exported to each.—(Parl. Paper, No. 340. Sess. 1838.)

Countries to which exported.	Cloths of all Sorts.	Napped Coat-ings, Dufts, &c.	Kerseys	Baizes of all Sorts.	Stuffs, Woollen or Worsted.	Flannel.	Blankets and Blanketing.	Carpets and Carpeting.	Woolens mixed with Cotton.	Hosiery viz. Stockings, Woollen or Worsted.	Hosiery not otherwise described, Rugs, Coverlets, Tapes, &c.	Declared Value of British W. Manufactures exported from U. K.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Yards.	Yards.	Yards.	Yards.	Doz. Pairs.	L.	L.
Russia	2,691	9	219	10	33,884	6,902	9,790	13,434	20,162	157 0	146	103,159
Sweden	88	-	33	1	7,269	802	762	4,192	2,400	131 0	155	14,192
Norway	457	28	123	34	2,689	3,503	1,122	48	800	153 0	281	10,646
Denmark	57	10	12	-	835	12	360	730	184	-	161	2,012
Prussia	15	-	1	9	337	100	-	-	-	-	-	92
Germany	6,073	11,909	5,824	575	387,373	351,274	11,140	46,291	264,537	1,847 0	9,212	725,607
Holland	1,236	5,165	821	13,908	85,961	238,229	1,565	33,665	35,104	13,066 0	3,683	265,876
Belgium	3,797	4,415	309	83	69,748	242,712	3,569	8,392	100,754	8,423 6	1,679	114,455
France	540	306	261	52	18,505	11,655	880	12,554	24,686	28 0	1,609	45,570
Portugal, Azores and Madeira	22,530	452	1,315	10,885	25,050	16,218	5,894	7,375	35,590	83 0	1,927	201,235
Spain and the Canaries	1,172	24	99	1,535	12,179	4,634	7,155	2,349	1,594	96 0	150	42,180
Gibraltar	4,258	70	363	189	7,251	7,762	820	1,497	48,972	324 0	764	47,012
Italy	8,195	-	1,195	-	66,915	6,294	2,834	25,362	106,000	343 0	5,117	178,655
Malta	575	-	62	-	1,480	368	300	72	3,000	108 0	39	7,472
Ionian Islands	105	20	16	-	528	4,057	360	282	10	518 0	270	5,163
Turkey and Continental Greece	825	24	51	7	4,702	225	800	7,405	1,660	18 0	253	14,420
Mores and Greek Islands	-	-	-	-	12	158	-	-	-	-	40	80
East Indies and China	66,002	-	165	345	77,912	72,078	44,188	4,534	38,140	859 0	5,904	480,001
New South Wales, Van Diemen's Land, Swan River, and Southern Australia	3,583	18	681	159	4,897	67,916	156,226	35,232	10,831	2,290 0	5,515	75,660
Cape of Good Hope	4,432	517	1,023	820	10,794	35,991	17,170	7,425	14,466	941 0	2,293	60,882
Other parts of Africa	1,702	-	15	20	3,734	2,246	5,790	510	1,930	276 0	1,148	18,744
British Colonies in North America	52,009	329	598	197	33,387	354,467	341,332	132,609	46,460	18,245 8	18,175	392,079
West Indies	9,735	143	216	5,751	16,991	156,613	197,578	5,306	11,660	2,984 6	9,598	125,702
Foreign West Indies	3,759	8	76	40	8,219	6,000	138,998	1,016	5,586	-	1,770	58,335
United States of America	126,946	59	4,621	95	127,381	85,134	1,291,102	276,776	156,939	19,949 4	16,403	1,045,279
Brazil	24,253	20	894	6,116	18,547	1,980	152,193	11,951	66,911	852 0	4,866	182,428
Mexico and the States of South America	39,676	-	5,925	2,736	25,920	24,006	17,010	91,384	73,330	3,065 0	3,072	467,858
Isles—Guernsey, Jersey, Alderney and Man	2,893	79	15	101	3,563	83,754	23,624	24,653	86	89 0	2,387	43,066
Total	387,785	25,605	24,930	43,477	1,041,436	1,685,457	2,431,685	753,964	1,051,972	74,947 0	92,617	4,655,977

The exemption from the export duty of 10*l.* per cent. enjoyed by woollen goods or goods of wool and cotton or wool and linen, exported to places within the limits of the East India Company's charter, has been repealed by the 4 & 5 Will. 4. c. 89. § 18.

the fatal consequences which, it was affirmed, a continuance of the high prices would have on our manufactures and commerce. This determined opposition, coupled with the indecision of ministers, and perhaps, too, with an expectation on the part of some of the landholders that prices would rise without any legislative interference, caused the miscarriage of this bill. The other bill, repealing the bounty, and allowing an unlimited freedom of exportation, was passed into a law.

Committees had been appointed in 1814, by both Houses of Parliament, to examine evidence and report on the state of the corn trade; and, in consequence, a number of the most eminent agriculturists were examined. The witnesses were unanimous in this only,—that the protecting prices in the act of 1804 were insufficient to enable the farmers to make good the engagements into which they had subsequently entered, and to continue the cultivation of the inferior lands lately brought under tillage. Some of them thought that 120s. ought to be fixed as the lowest limit at which the importation of wheat free of duty should be allowed: others varied from 90s. to 100s. — from 80s. to 90s. — and a few from 70s. to 80s. The general opinion, however, seemed to be that 80s. would suffice; and as prices continued to decline, a set of resolutions founded on this assumption were submitted to the House of Commons by Mr. Robinson, of the Board of Trade (now Lord Ripon); and having been agreed to, a bill founded on them was, after a very violent opposition, carried in both Houses by immense majorities, and finally passed into a law (55 Geo. 3. c. 26.). According to this act, all sorts of foreign corn, meal, or flour, might be imported at all times free of duty into any port of the United Kingdom, in order to be warehoused; but foreign corn was not permitted to be imported for home consumption, except when the average prices of the several sorts of British corn were as follows: viz. wheat, 80s. per quarter; rye, peas, and beans, 53s.; barley, bear, or bigg, 40s.; and oats, 26s.: and all importation of corn from any of the British plantations in North America was forbidden, except when the average home prices were at or under wheat, 67s. per quarter; rye, peas, and beans, 44s.; barley, bear, or bigg, 33s.; and oats, 22s.

The agriculturists confidently expected that this act would immediately effect a rise of prices, and render them steady at about 80s. But for reasons which will be afterwards stated, these expectations were entirely disappointed; and a more ruinous fluctuation of prices took place during the period while it was in existence, than in any previous period of our recent history. In 1821, when prices had sunk very low, a committee of the House of Commons was appointed to inquire into the causes of the depressed state of agriculture, and to report their observations thereon. This committee, after examining a number of witnesses, drew up a report, which, though not free from error, is a valuable document. It contains a forcible exposition of the pernicious effects arising from the law of 1815, of which it suggested several important modifications. These, however, were not adopted; and as the low prices, and consequent distress of the agriculturists, continued, the subject was brought under the consideration of parliament in the following year. After a good deal of discussion a new act was then passed (3 Geo. 4. c. 60.), which enacted, that after prices had risen to the limit of free importation fixed by the act of 1815, that act was to cease and the new statute to come into operation. This statute lowered the prices fixed by the act of 1815, at which importation could take place for home consumption, to the following sums, viz. —

	For Corn not of the British Possessions in North America.	For Corn of the British Possessions in North America.
Wheat	70s. per quarter.	59s. per quarter.
Rye, peas, and beans	46s. —	39s. —
Barley, bear, or bigg	35s. —	30s. —
Oats	25s. —	20s. —

But, in order to prevent any violent oscillation of prices from a large supply of grain being suddenly thrown into the market, it was enacted, that a duty of 17s. a quarter should be laid on all wheat imported from foreign countries, during the first 3 months after the opening of the ports, if the price was between 70s. and 80s. a quarter, and of 12s. afterwards; that if the price was between 80s. and 85s., the duty should be 10s. for the first 3 months, and 5s. afterwards; and that if the price should exceed 85s., the duty should be constant at 1s.; and proportionally for other sorts of grain.

This act, by preventing importation until the home price rose to 70s., and then loading the quantities imported between that limit and the limit of 85s. with heavy duties, was certainly more favourable to the views of the agriculturists than the act of 1815. But, unluckily for them, the prices of no species of corn, except barley, were sufficiently high, while this act existed, to bring it into operation.

In 1825, the first approach was made to a better system, by permitting the importation of wheat from British North America, without reference to the price at home, on payment of a duty of 5s. a quarter. But this act was passed with difficulty, and was limited to one year's duration.

Owing to the drought that prevailed during the summer of 1826, there was every prospect that there would be a great deficiency in the crops of that year; and, in order to prevent the disastrous consequences that might have taken place, had importation been prevented until the season was too far advanced for bringing supplies from the great corn markets in the north of Europe, his majesty was authorised to admit 500,000 quarters of foreign wheat, on payment of such duties as the order in council for its importation should declare. And when it was ascertained that the crops of oats, peas, &c. were greatly below an average, ministers issued an order in council, on their own responsibility, on the 1st of September, authorising the immediate importation of oats on payment of a duty of 2s. 2d. a boll; and of rye, peas, and beans, on payment of a duty of 3s. 6d. a quarter. A considerable quantity of oats was imported under this order, the timely appearance of which had undoubtedly a very considerable effect in mitigating the pernicious consequences arising from the deficiency of that species of grain. Ministers obtained an indemnity for this order on the subsequent meeting of parliament.

Nothing could more strikingly evince the impolicy of the acts of 1815 and 1822, than the necessity, under which the legislature and government had been placed, of passing the temporary acts and issuing the orders alluded to. The more intelligent portion of the agriculturists began, at length, to perceive that the corn laws were not really calculated to produce the advantages that they had anticipated; and a conviction that increased facilities should be given to importation became general throughout the country. The same conviction made considerable progress in the House of Commons; so much so, that several members who supported the measures adopted in 1815 and 1822, expressed themselves satisfied that the principle of exclusion had been carried too far, and that a more liberal system should be adopted. Ministers having participated in these sentiments, Mr. Canning moved a series of resolutions, as the foundation of a new corn law, on the 1st of March, 1827. These resolutions were to the effect that foreign corn might always be imported, free of duty, in order to be warehoused; and that it should always be admissible for home consumption on payment of certain duties. Thus, in the instance of wheat, it was resolved that, when the home price was at or above 70s. a quarter, the duty should be a fixed one of 1s.; and that for every shilling that the price fell below 70s. a duty of 2s. should be imposed; so that when the price was at 69s. the duty on importation was to be 2s., when at 68s. the duty was to be 4s., and so on. The limit at which the constant duty of 1s. a quarter was to take place in the case of barley, was originally fixed at 37s., but it was subsequently raised to 40s.; the duty increasing by 1s. 6d. for every 1s. when the price fell below that limit. The limit at which the constant duty of 1s. a quarter was to take place in the case of oats was originally fixed at 28s.; but it was subsequently raised to 33s., the duty increasing at the rate of 1s. a quarter for every shilling that the price fell below that limit. The duty on colonial wheat was fixed at 6d. the quarter when the home price was above 65s.; and when the price was under that sum, the duty was constant at 5s.; the duties on other descriptions of colonial grain were similar. These resolutions were agreed to by a large majority; and a bill founded on them was subsequently carried through the House of Commons. Owing, however, to the change of ministers, which took place in the interim, several peers, originally favourable to the bill, and some, even, who assisted in its preparation, saw reason to become amongst its most violent opponents; and a clause moved by the Duke of Wellington, interdicting all importation of foreign corn until the home price exceeded 66s. having been carried in the Lords, ministers gave up the bill, justly considering that such a clause was entirely subversive of its principle.

A new set of resolutions with respect to the corn trade were brought forward in 1828 by Mr. Charles Grant (now Lord Glenelg). They were founded on the same principles as those which had been rejected during the previous session. But the duty was not made to vary equally, as in Mr. Canning's resolutions, with every equal variation of price; it being 23s. 8d. when the home price was 64s. the Imperial quarter; 16s. 8d. when it was 69s.; and 1s. only when it was at or above 73s. After a good deal of debate, Mr. Grant's resolutions were carried; and the act embodying them (9 Geo. 4. c. 60.) was that by which the corn trade was regulated, till the passing of the act of 1842, 5 Victoria, 2 sess. cap. 14., an abstract of which will be found in a subsequent part of this article.

II. PRINCIPLES OF THE CORN LAWS.

1. *Internal Corn Trade.* — It is needless to take up the reader's time by endeavouring to prove by argument the advantage of allowing the free conveyance of corn from one province to another. Every one sees that this is indispensable, not only to the equal distribution of the supplies of food over the country, but to enable the inhabitants of those districts that are best fitted for the raising and fattening of cattle, sheep, &c. to

addict themselves to these or other necessary occupations not directly connected with the production of corn. We shall, therefore, confine the few remarks we have to make on this subject, to the consideration of the influence of the speculations of the corn merchants in buying up corn in anticipation of an advance. Their proceedings in this respect, though of the greatest public utility, have been the principal cause of that odium to which they have been so long exposed.

Were the harvests always equally productive, nothing would be gained by storing up supplies of corn; and all that would be necessary would be to distribute the crop equally throughout the country, and throughout the year. But such is not the order of nature. The variations in the aggregate produce of a country in different seasons, though not perhaps so great as are commonly supposed, are still very considerable; and experience has shown that two or three unusually luxuriant harvests seldom take place in succession; or that when they do, they are invariably followed by those that are deficient. The speculators in corn anticipate this result. Whenever prices begin to give way in consequence of an unusually luxuriant harvest, speculation is at work. The more opulent farmers withhold either the whole or a part of their produce from market; and the more opulent dealers purchase largely of the corn brought to market, and store it up in expectation of a future advance. And thus, without intending to promote any one's interest but their own, speculators in corn become the benefactors of the public. They provide a reserve stock against those years of scarcity which are sure at no distant period to recur; while, by withdrawing a portion of the redundant supply from immediate consumption, prices are prevented from falling so low as to be injurious to the farmers, or at least are maintained at a higher level than they would otherwise have reached; provident habits are maintained amongst the people; and that waste and extravagance are checked, which always take place in plentiful years, but which would be carried to a much greater extent if the whole produce of an abundant crop were to be consumed within the season.

It is, however, in scarce years that the speculations of the corn merchants are principally advantageous. Even in the richest countries, a very large proportion of the individuals engaged in the business of agriculture are comparatively poor, and are totally without the means of withholding their produce from market, in order to speculate upon any future advance. In consequence the markets are always most abundantly supplied with produce immediately after harvest; and in countries where the merchants engaged in the corn trade are not possessed of large capitals, or where their proceedings are fettered and restricted, there is then, almost invariably, a heavy fall of prices. But as the vast majority of the people buy their food in small quantities, or from day to day as they want it, their consumption is necessarily extended or contracted according to its price at the time. Their views do not extend to the future; they have no means of judging whether the crop is or is not deficient. They live, as the phrase is, from hand to mouth; and are satisfied if, in the mean time, they obtain abundant supplies at a cheap rate. But it is obvious, that were there nothing to control or counteract this improvidence, the consequence would very often be fatal in the extreme. The crop of one harvest must support the population till the crop of the other harvest has been gathered in; and if that crop should be deficient—if, for instance, it should only be adequate to afford, at the usual rate of consumption, a supply of 9 or 10 months' provisions instead of 12—it is plain that, unless the price were so raised immediately after harvest, as to enforce economy, and put, as it were, the whole nation on short allowance, the most dreadful famine would be experienced previously to the ensuing harvest. Those who examine the accounts of the prices of wheat and other grain in England, collected by Bishop Fleetwood and Sir F. M. Eden, will meet with abundant proofs of the accuracy of what has now been stated. In those remote periods when the farmers were generally without the means of withholding their crops from market, and when the trade of a corn dealer was proscribed, the utmost improvidence was exhibited in the consumption of grain. There were then, indeed, very few years in which a considerable scarcity was not experienced immediately before harvest, and many in which there was an absolute famine. The fluctuations of price exceeded every thing of which we can now form an idea; the price of wheat and other grain being 4 or 5 times as high in June and July as in September and October. Thanks, however, to the increase of capital* in the hands of the large farmers and dealers, and to the freedom given to the operations of the corn merchants, we are no longer exposed to such ruinous vicissitudes. Whenever the dealers, who, in consequence of their superior means of information, are better acquainted with the real state of the crops than any other class of persons, find the harvest likely to be deficient, they raise the price of the corn they have warehoused, and bid against each other for the corn which the farmers are bringing to market. In consequence of this rise of prices, all ranks and orders, but especially the lower, who are the great consumers of corn, find it indispensable to use greater economy, and to check all improvident and wasteful consumption. Every class being thus immediately put upon short allowance,

the pressure of the scarcity is distributed equally throughout the year; and instead of indulging, as was formerly the case, in the same scale of consumption as in seasons of plenty, until the supply became altogether deficient, and then being exposed without resource to the attacks of famine and pestilence, the speculations of the corn merchants warn us of our danger, and compel us to provide against it.

It is not easy to suppose that these proceedings of the corn merchants should ever be injurious to the public. It has been said that in scarce years they are not disposed to bring the corn they have purchased to market until it has obtained an exorbitant price, and that the pressure of the scarcity is thus often very much aggravated; but there is no real ground for any such statement. The immense amount of capital required to store up any considerable quantity of corn, and the waste to which it is liable, render most holders disposed to sell as soon as they can realise a fair profit. In every extensive country in which the corn trade is free, there are infinitely too many persons engaged in it to enable any sort of combination or concert to be formed amongst them; and though it were formed, it could not be maintained for an instant. A large proportion of the farmers and other small holders of corn are always in straitened circumstances, more particularly if a scarce year has not occurred so soon as they expected; and they are consequently anxious to relieve themselves, as soon as prices rise, of a portion of the stock on their hands. Occasionally, indeed, individuals are found, who retain their stocks for too long a period, or until a reaction takes place, and prices begin to decline. But instead of joining in the popular cry against such persons, every one who takes a dispassionate view of the matter will perceive that, inasmuch as their miscalculation must, under the circumstances supposed, be exceedingly injurious to themselves, we have the best security against its being carried to such an extent as to be productive of any material injury or even inconvenience to the public. It should also be borne in mind, that it is rarely, if ever, possible to determine beforehand, when a scarcity is to abate in consequence of new supplies being brought to market; and had it continued a little longer, there would have been no miscalculation on the part of the holders. At all events, it is plain that, by declining to bring their corn to market, they preserved a resource on which, in the event of the harvest being longer delayed than usual, or of any unfavourable contingency taking place, the public could have fallen back; so that, instead of deserving abuse, these speculators are most justly entitled to every fair encouragement and protection. A country in which there is no considerable stock of grain in the barnyards of the farmers, or in the warehouses of the merchants, is in the most perilous situation that can easily be imagined, and may be exposed to the severest privations, or even famine. But so long as the sagacity, the miscalculation, or the avarice of merchants and dealers retain a stock of grain in the warehouses, this last extremity cannot take place. By refusing to sell it till it has reached a very high price, they put an effectual stop to all sorts of waste, and husband for the public those supplies which they could not have so frugally husbanded for themselves.

We have already remarked that the last remnant of the shackles imposed by statute on the freedom of the internal corn dealer was abolished in 1773. It is true that engrossing, forestalling, and regrating — (see *ENGROSSING*, &c.) — are still held to be offences at common law; but there is very little probability of any one being in future made to answer for such ideal offences.

2. *Exportation to Foreign Countries.* — The fallacy of the notion so long entertained, that the prevention of exportation was the surest method of increasing plenty at home, is obvious to every one who has reflected upon such subjects. The markets of no country can ever be steadily and plentifully supplied with corn, unless her merchants have power to export the surplus supplies with which they may be occasionally furnished. When a country without the means of exporting grows nearly her own average supplies of corn, an abundant crop, by causing a great overloading of the market, and a heavy fall of price, is as injurious to the farmer as a scarcity. It may be thought, perhaps, that the greater quantity of produce in abundant seasons will compensate for its lower price; but this is not the case. It is uniformly found that variations in the quantity of corn exert a much greater influence over prices, than equal variations in the quantity of almost any thing else offered for sale. Being the principal necessary of life, when the supply of corn happens to be less than ordinary, the mass of the people make very great, though unavailing, exertions, by diminishing their consumption of other and less indispensable articles, to obtain their accustomed supplies of this prime necessary; so that its price rises much more than in proportion to the deficiency. On the other hand, when the supply is unusually large, the consumption is not proportionally extended. In ordinary years, the bulk of the population is about adequately fed; and though the consumption of all classes be somewhat greater in unusually plentiful years, the extension is considerable only among the lowest classes, and in the feeding of horses. Hence it is that the increased supply at market, in such years, goes principally to cause a glut, and consequently a ruinous decline of prices. These statements are corroborated by the

widest experience. Whenever there is an inability to export, from whatever cause it may arise, an unusually luxuriant crop is uniformly accompanied by a very heavy fall of price, and severe agricultural distress; and when two or three such crops happen to follow in succession, the ruin of a large proportion of the farmers is completed.

If the mischiefs resulting from the want of power to export stopped here, they might, though very great, be borne; but they do not stop here. It is idle to suppose that a system ruinous to the producers can be otherwise to the consumers. A glut of the market, occasioned by luxuriant harvests, and the want of power to export, cannot be of long continuance: for, while it continues, it can hardly fail, by distressing all classes of farmers, and causing the ruin of many, to give a check to every species of agricultural improvement, and to lessen the extent of land in tillage. When, therefore, an unfavourable season recurs, the reaction is, for the most part, appalling. The supply, being lessened not only by the badness of the season, but also by a diminution of the quantity of land in crop, falls very far below an average; and a severe scarcity, if not an absolute famine, is most commonly experienced. It is, therefore, clear, that if a country would render herself secure against famine, and injurious fluctuations of price, she must give every possible facility to exportation in years of unusual plenty. If she act upon a different system,—if her policy make exportation in such years impracticable, or very difficult,—she will infallibly render the bounty of Providence an injury to her agriculturists; and two or three abundant harvests in succession will be the forerunners of scarcity and famine.

3. *Bounty on the Exportation of Corn.*—In Great Britain, as already observed, we have not only been allowed to export for a long series of years, but from the Revolution down to 1815 a bounty was given on exportation, whenever the home prices were depressed below certain limits. This policy, however, erred as much on the one hand as a restriction on exportation errs on the other. It causes, it is true, an extension of the demand for corn: but this greater demand is not caused by natural, but by artificial means; it is not a consequence of any really increased demand on the part of the foreigner, but of our furnishing the exporters of corn with a *bonus*, in order that they may sell it abroad below its natural price! To suppose that a proceeding of this sort can be a public advantage, is equivalent to supposing that a shopkeeper may get rich by selling his goods below what they cost.—(See BOUNTY.)

4. *Importation from Foreign Countries.*—If a country were, like Poland or Russia, uniformly in the habit of exporting corn to other countries, a restriction on importation would be of no material consequence; because, though such restriction did not exist, no foreign corn would be imported, unless its ports were so situated as to serve for an *entrepôt*. A restriction on importation is sensibly felt only when it is enforced in a country which, owing to the greater density of its population, the limited extent of its fertile land, or any other cause, would, either occasionally or uniformly, import. It is familiar to the observation of every one, that a total failure of the crops is a calamity that but rarely occurs in an extensive kingdom; that the weather which is unfavourable to one description of soil, is generally favourable to some other description; and that, except in anomalous cases, the total produce is not very different. But what is thus generally true of single countries, is always true of the world at large. History furnishes no single instance of a universal scarcity; but it is uniformly found, that when the crops in a particular country are unusually deficient, they are proportionally abundant in some other quarter. It is clear, however, that a restriction on importation excludes the country which enacts it from profiting by this beneficent arrangement. She is thrown entirely on her own resources. Under the circumstances supposed, she has nothing to trust to for relief but the reserves in her warehouses; and should these be inadequate to meet the exigency of the crisis, there are apparently no means by which she can escape experiencing all the evils of scarcity, or, it may be, of famine. A country deprived of the power to import is unable to supply the deficiencies of her harvests by the surplus produce of other countries; so that her inhabitants may starve amidst surrounding plenty, and suffer the extreme of scarcity, when, but for the restrictions on importation, they might enjoy the greatest abundance. If the restriction be not absolute, but conditional; if, instead of absolutely excluding foreign corn from the home markets, it merely loads it with a duty, the degree in which it will operate to increase the scarcity and dearth will depend on the magnitude of that duty. If the duty be constant and moderate, it may not have any very considerable effect in discouraging importation; but if it be fluctuating and heavy, it will, by falsifying the speculations of the merchants, and making a corresponding addition to the price of the corn imported, be proportionally injurious. In whatever degree foreign corn may be excluded in years of deficient crops, to the same extent must prices be artificially raised, and the pressure of the scarcity rendered so much the more severe.

Such would be the disastrous influence of a restriction on importation in a country which, were there no such obstruction in the way, would sometimes import and some-

times export. But its operation would be infinitely more injurious in a country which, under a free system, would uniformly import a portion of her supplies. The restriction, in this case, has a twofold operation. By preventing importation from abroad, and forcing the population to depend for subsistence on corn raised at home, it compels recourse to be had to comparatively inferior soils; and thus, by increasing the cost of producing corn above its cost in other countries, adds proportionally to its average price. The causes of fluctuation are, in this way, increased in a geometrical proportion; for, while the prevention of importation exposes the population to the pressure of want whenever the harvest happens to be less productive than usual, it is sure, at the same time, by raising average prices, to hinder exportation in a year of unusual plenty, until the home prices fall ruinously low. It is obvious, therefore, that a restriction of this sort must be alternately destructive of the interests of the consumers and producers. It injures the former by making them pay, at an average, an artificially increased price for their food, and by exposing them to scarcity and famine whenever the home crop proves deficient; and it injures the latter, by depriving them of the power to export in years of unusual plenty, and by overloading the market with produce, which, under a free system, would have met with an advantageous sale abroad.

The principle thus briefly explained, shows the impossibility of permanently keeping up the home prices by means of restrictions on importation, at the same time that it affords a clue by which we may trace the causes of most of that agricultural distress which has been experienced in this country since the peace. The real object of the Corn Law of 1815 was to keep up the price of corn to 80s. a quarter; but to succeed in this, it was indispensable not only that foreign corn should be excluded when prices were under this limit, but that the markets should never be overloaded with corn produced at home: for it is clear, according to the principle already explained, that if the supply should in ordinary years be sufficient to feed the population, it must, in an unusually abundant year, be more than sufficient for that purpose; and when, in such a case, the surplus is thrown upon the market, it cannot fail, in the event of our average prices being considerably above the level of those of the surrounding countries, to cause a ruinous depression. Now, this was the precise situation of this country at the end of the war. Owing partly to the act of 1804, but far more to the difficulties in the way of importation, and the depreciation of the currency, prices attained to an extraordinary elevation from 1809 to 1814, and gave such a stimulus to agriculture, that we grew, in 1812 and 1813, sufficient corn for our own supply. And, such being the case, it is clear, though our ports had been hermetically sealed against importation from abroad, that the first luxuriant crop must have occasioned a ruinous decline of prices. It is the exclusion, not the introduction, of foreign corn that has caused the distress of the agriculturists; for it is this exclusion that has forced up the price of corn in this country, in scarce and average years, to an unnatural level, and that, consequently, renders exportation in favourable seasons impossible, without such a fall of prices as is most disastrous to the farmer. It may be mentioned in proof of what is now stated, that the average price of wheat in England and Wales in 1814 was 74s. 4d. a quarter, and in 1815 it had fallen to 65s. 7d. But as these prices would not indemnify the occupiers of the poorest lands brought under tillage during the previous high prices, they were gradually relinquishing their cultivation. A considerable portion of them had been converted into pasture; rents had been generally reduced; and wages had begun to decline; but the legislature having prohibited the importation of foreign corn, the operation of this natural principle of adjustment was unfortunately counteracted, and the price of 1816 rose to 78s. 6d. This rise was, however, insufficient to occasion any new improvement; and as foreign corn was now excluded, and large tracts of bad land had been thrown out of cultivation, the supply was so much diminished, that, notwithstanding the increase in the value of money, prices rose in 1817, partly, no doubt, in consequence of the bad harvest of the previous year, to 96s. 11d.; and in 1818 to 86s. 3d. These high prices had their natural effect. They revived the drooping spirits of the farmers, who imagined that the corn law was, at length, beginning to produce the effects anticipated from it, and that the golden days of 1812, when wheat sold for 126s. 6d. a quarter, were about to return! But this prosperity carried in its bosom the seeds of future mischief. The increased prices necessarily occasioned a fresh extension of tillage; capital was again applied to the improvement of the soil; and this increase of tillage, conspiring with favourable seasons, and the impossibility of exportation, sunk prices to such a degree, that they fell, in October, 1822, so low as 38s. 1d., the average price of that year being only 44s. 7d.

It is thus demonstrably certain, that the recurrence of periods of distress, similar to those that have been experienced by the agriculturists of this country since the peace, cannot be warded off by restricting or prohibiting importation. A free corn trade is the only system that can give them that security against fluctuations that is so indispensable. The increased importation that would take place, were the ports always open, as soon as any considerable deficiency in the crops was apprehended, would prevent prices from

rising to an oppressive height ; while, on the other hand, when the crops were unusually luxuriant, a ready outlet would be found for the surplus in foreign countries, without its occasioning any very heavy fall. To expect to combine steadiness of prices with restrictions on importation, is to expect to reconcile what is contradictory and absurd. The higher the limit at which the importation of foreign corn into a country like England is fixed, the greater will be the oscillation of prices. If we would secure for ourselves abundance, and avoid fluctuation, we must renounce all attempts at exclusion, and be ready to deal in corn, as we ought to be in every thing else, on fair and liberal principles.

That the restrictions imposed on the foreign corn trade during the last 12 years should not have been productive of more disastrous consequences than those that have actually resulted from them, is partly and principally to be ascribed to the unparalleled improvement of tillage in Great Britain during the last 20 years, and partly, also, to the great increase that has taken place in the imports from Ireland. Previously to 1806, when a perfectly free corn trade between Great Britain and Ireland was for the first time established, the yearly imports did not amount to 400,000 quarters, whereas they now nearly amount to 3,000,000 ; and any one who has ever been in Ireland, or is aware of the wretched state of agriculture in it, and of the amazing fertility of the soil, must be satisfied that a very slight improvement would occasion an extraordinary increase in the imports from that country ; and it is believed by those best qualified to form an opinion on such a subject, that the check that has latterly been given to the pernicious practice of splitting farms, and the increase of population, has, in this respect, already had great influence, and that it will eventually lead to the most material improvements. Hence it is by no means improbable, that the rapid spread of improvement at home, and the growing imports from Ireland, may, at no distant period, reduce our prices to the level of those of the Continent, and even render us an occasionally exporting country. These, however, are contingent and uncertain results ; and supposing them to be ultimately realised, the corn laws must in the meantime be productive of great inconvenience, and must, in all time to come, materially aggravate the misery inseparable from bad harvests.

Nothing but the great importance of the subject could excuse us for dwelling so long on what is so very plain. To facilitate production, and to make commodities cheaper and more easily obtained, are the grand motives which stimulate the inventive powers, and which lead to the discovery and improvement of machines and processes for saving labour and diminishing cost ; and it is plain that no system of commercial legislation deserves to be supported, which does not conspire to promote the same objects : but a restriction on the importation of corn into a country like England, which has made a great comparative advance in population and manufacturing industry, is diametrically opposed to these principles. The density of our population is such, that any exclusion of foreign corn forces us to resort to soils of less fertility than those that are under cultivation in the surrounding countries ; and, in consequence, our average prices are comparatively high. We have resolved that our people should not confine their attention to the culture of the better class of soils, and to those branches of manufacturing and commercial industry in which they have a decided advantage over every other country ; but that they should, also, be made to force comparatively barren soils that yield but a scanty return for their outlay. If we could, by laying out 1000*l.* on the manufacture of cottons or hardware, produce a quantity of these articles that would exchange for 500 quarters of American or Polish wheat ; and if the same sum, were it expended in cultivation in this country, would not produce more than 400 quarters ; the prevention of importation occasions an obvious sacrifice of 100 out of every 500 quarters consumed in the empire ; or, which is the same thing, it occasions an artificial advance of 20 per cent. in the price of corn. We do not mean to say that this statement exactly represents the amount of injury inflicted by the corn laws ; but, at all events, it clearly illustrates the principle which they embody. In a public point of view, the impolicy of such a system is obvious ; but it seems, at first sight, as if it were advantageous to the landlords. The advantage is, however, merely apparent : at bottom there is no real difference between the interests of the landlords and those of the rest of the community. It would be ridiculous, indeed, to imagine for a moment that the landlords can be benefited by a system in which those fluctuations of prices, so subversive of all agricultural prosperity, are inherent ; but though these could be got rid of, the result would be the same. The prosperity of agriculture must always depend upon, and be determined by, the prosperity of other branches of industry ; and any system which, like the corn laws, is injurious to the latter, cannot but be injurious to the former. Instead of being publicly advantageous, high prices are in every case distinctly and completely the reverse. The smaller the sacrifice for which any commodity can be obtained, so much the better. When the labour required to produce, or the money required to purchase, a sufficient supply of corn is diminished, it is as clear as the sun at noon-day that more

labour or money must remain to produce or purchase the other necessities, conveniences, and amusements of human life, and that the sum of national wealth and comforts must be proportionally augmented. Those who suppose that a rise of prices can ever be a means of improving the condition of a country might, with equal reason, suppose that it would be improved by throwing its best soils out of cultivation, and destroying its most powerful machines. The opinions of such persons are not only opposed to the plainest and most obvious scientific principles, but they are opposed to the obvious conclusions of common sense, and the universal experience of mankind.

Experience of the injurious effects resulting from the corn laws has induced many that were formerly their zealous advocates to come round to a more liberal way of thinking. It would, however, be unjust not to mention that there has always been a large and respectable party amongst the landlords, opposed to all restrictions on the trade in corn and who have uniformly thought that their interests, being identified with those of the public, would be best promoted by the abolition of restrictions on importation. A protest expressive of this opinion, subscribed by 10 peers, was entered on the Journals of the House of Lords, against the corn law of 1815. This document is said to have been drawn up by the late Lord Grenville, distinguished as an enlightened advocate of sound commercial principles. Its reasoning is so clear and satisfactory, that we are sure we shall gratify our readers, as well as strengthen the statements previously made, by laying it before them.

"*Dissentient.* — I. Because we are adverse in principle to all new restraints on commerce. We think it certain that public prosperity is best promoted by leaving uncontrolled the free current of national industry; and we wish rather, by well considered steps, to bring back our commercial legislation to the straight and simple line of wisdom, than to increase the deviation by subjecting additional and extensive branches of the public interest to fresh systems of artificial and injurious restrictions.

"II. Because we think that the great practical rule, of leaving all commerce unfettered, applies *more peculiarly*, and on still stronger grounds of justice as well as policy, to the corn trade than to any other. Irresistible, indeed, must be that necessity which could, in our judgment, authorise the legislature to tamper with the sustenance of the people, and to impede the free purchase of that article on which depends the existence of so large a portion of the community.

"III. Because we think that the expectations of ultimate benefit from this measure are founded on a delusive theory. We cannot persuade ourselves that this law will ever contribute to produce plenty, cheapness, or steadiness of price. So long as it operates at all, its effects must be the opposite of these. *Monopoly is the parent of scarcity, of dearth, and of uncertainty.* To cut off any of the sources of supply, can only tend to lessen its abundance; to close against ourselves the cheapest market for any commodity, must enhance the price at which we purchase it; and to confine the consumer of corn to the produce of his own country, is to refuse to ourselves the benefit of that provision which Providence itself has made for equalising to man the variations of climate and of seasons.

"IV. But whatever may be the future consequences of this law at some distant and uncertain period, we see with pain that these hopes must be purchased at the expense of a great and present evil. To compel the consumer to purchase corn dearer at home than it might be imported from abroad, is the immediate practical effect of this law. In this way alone can it operate. Its present protection, its promised extension of agriculture, must result (if at all) from the profits which it creates by keeping up the price of corn to an artificial level. These future benefits are the consequences expected, but, as we confidently believe, erroneously expected, from giving a bounty to the grower of corn, by a tax levied on its consumer.

"V. Because we think the adoption of any permanent law for such a purpose, required the fullest and most laborious investigation. Nor would it have been sufficient for our satisfaction, could we have been convinced of the general policy of a hazardous experiment. A still further inquiry would have been necessary to persuade us that the present moment is fit for its adoption. In such an inquiry, we must have had the means of satisfying ourselves what its immediate operation will be, as connected with the various and pressing circumstances of public difficulty and distress with which the country is surrounded; with the state of our circulation and currency, of our agriculture and manufactures, of our internal and external commerce, and, above all, with the condition and reward of the industrious and labouring classes of our community.

"On all these particulars, as they respect this question, we think that parliament is almost wholly uninformed; on all we see reason for the utmost anxiety and alarm from the operation of this law.

"Lastly, Because, if we could approve of the principle and purpose of this law, we think that no sufficient foundation has been laid for its details. The evidence before us, unsatisfactory and imperfect as it is, seems to us rather to disprove than to support the propriety of the high price adopted as the standard of importation, and the fallacious mode by which that price is to be ascertained. And on all these grounds we are anxious to record our dissent from a measure so precipitate in its course, and, as we fear, so injurious in its consequences."

Attempts have sometimes been made to estimate the pecuniary burden which the restrictions on importation entail in ordinary years upon that country. This, however, is a subject with respect to which it is not possible to obtain any accurate data. But supposing the total quantity of corn annually produced in Great Britain and Ireland to amount to 62,000,000 quarters, every shilling that is added to its price by the corn laws is equivalent to a tax on corn of 9,100,000*l.*; and estimating the average rise on all sorts of grain at 3*s.* a quarter, the total sum will be 9,300,000*l.* So great a quantity of corn is, however, consumed by the agriculturists themselves as food, in seed, the keep of horses, &c., that not more than a half, perhaps, of the whole quantity produced is brought to market. If we are nearly right in this hypothesis, and in the previous estimates, it will follow that the restrictions cost the classes not engaged in agriculture no less than 4,650,000*l.*, exclusive of their other pernicious consequences. Of this sum a fifth, probably, or 930,000*l.* may go to the landlords as rent; and this is *all* that the agriculturists can be said to gain by the system, for the additional price received by the farmer on that portion of the produce which is exclusive of rent is no more than the

ordinary return for his capital and labour. His profits indeed, like those of all other capitalists, instead of being increased by this system, are really diminished by it; and though, nominally at least, it somewhat increases the rents of the landlords, it is, notwithstanding, abundantly certain that it is any thing but advantageous to them. It would require a far larger sum to balance the injury which fluctuations of price occasion to their tenants, and the damage done to their estates by over-cropping when prices are high, than all that is derived from the restrictions.

5. *Duties on Importation.* — A duty may be equitably imposed on imported corn, for two objects; that is, either for the sake of revenue, or to balance any excess of taxes laid on the agriculturists over those laid on the other classes. — (See my edition of *Wealth of Nations*, 1 vol. 8vo. pp. 522—524.) With respect, however, to a duty imposed for the sake of revenue, it may be doubted whether corn be a proper subject for taxation. At all events, a duty for such an object should be exceedingly moderate. It would be most inexpedient to attempt to add largely to the revenue by laying heavy duties on the prime necessary of life.

If it be really true that agriculture is more readily taxed than any other branch of industry, the agriculturists are entitled to demand that a duty be laid on foreign corn when imported corresponding to the *excess* of burdens affecting them. It has been doubted, however, whether they are in this predicament. But though the question be not quite free from difficulty, it would be easy to shew, were this a proper place for such inquiries, that, owing to the local and other direct and indirect burdens laid on the land, those occupying it are really subjected to heavier taxes than any other class. It is difficult, or rather, perhaps, impossible, to estimate with any degree of precision what the *excess* of taxes laid on the agriculturists beyond those laid on manufacturers and merchants may amount to; but we have elsewhere shown, that if we estimate it as making an addition of 5s. or 6s. to the quarter of wheat, we shall certainly be beyond the mark. — (*Wealth of Nations*, *ubi supra*.) However, we should, in a case of this sort, reckon it safer to err on the side of too much protection than of too little; and would not, therefore, object to a fixed duty of 5s. or even 7s. a quarter being laid on wheat, and a proportional duty on other species of grain. Under such a system the ports would be always open. The duty would not be so great as to interpose any very formidable obstacle to importation. Every one would know beforehand the extent to which it would operate; at the same time that the just rights and interests of the agriculturists and of every other class would be maintained unimpaired.

When a duty is laid on the importation of foreign corn, for the equitable purpose of countervailing the peculiar duties laid on the corn raised at home, an *equivalent drawback* should be allowed on its exportation. "In allowing this drawback, we are merely returning to the farmer a tax which he has already paid, and which he must have, to place him in a fair state of competition in the foreign market, not only with the foreign producer, but with his own countrymen who are producing other commodities. It is essentially different from a bounty on exportation, in the sense in which the word bounty is usually understood; for, by a bounty, is generally meant a tax levied on the people for the purpose of rendering corn unnaturally cheap to the foreign consumer; whereas what I propose is to sell our corn at the price at which we can really afford to produce it, and not to add to its price a tax which shall induce the foreigner rather to purchase it from some other country, and deprive us of a trade which, under a system of free competition, we might have selected." — (*Ricardo on Protection to Agriculture*, p. 53.)

A duty accompanied with a drawback, as now stated, would not only be an equitable arrangement, but it would be highly for the advantage of farmers, without being injurious to any one else. The radical defect, as already shown, of the system followed from 1815 down to the present moment, in so far, at least, as respects agriculture, is, that it forces up prices in years when the harvest is deficient, while it leaves the market to be glutted when it is abundant. But while a constant duty of 5s. would secure to the home growers all the increase of price which they regard due to the interests of others should allow them to realise in a bad year, the drawback of 5s. by enabling them to export in an unusually plentiful year, would prevent the markets from being overloaded, and prices from falling to the ruinous extent that they now occasionally do. Such a plan would render the businesses of the dealers in and growers of corn, comparatively secure; and would, therefore, provide for the continued prosperity of both. We are astonished that the agriculturists have not taken this view of the matter. If they be really entitled to a duty on foreign corn, on account of their being heavier taxed than the other classes of their fellow citizens (and they are not entitled to it on any other ground), they must also be entitled to a corresponding drawback. And it admits of demonstration, that *their* interests, as well as those of the community, would be far better promoted by such a duty and drawback as we have suggested, than they can ever be by any system of mere duties, how high soever they may be carried.

The principal objection to this plan is, that it would not be possible to levy the duty when the home price became very high, and that, consequently, it would be every now and then necessary to suspend it. But this objection does not seem to be by any means so formidable as it has sometimes been represented. It may, we think, be concluded on unassailable grounds, that were the ports constantly open under a moderate fixed duty and an equivalent drawback, extreme fluctuations of price would be very rare. Supposing it were enacted, that when the home price rises above a certain high level as 70s., the duty should cease, we believe the clause would very seldom come into operation; and those who object that it is not fair to the farmers to deprive them of the full advantage to be derived from the highest prices, should recollect that in matters of this sort it is not always either possible, or, if possible, prudent, to carry the soundest principles to an extreme; and that, generally speaking, the public interests will be better consulted by guarding against scarcity and dearth, than by securing, at all hazards, a trifling though just advantage to a particular class.

III. BRITISH CORN TRADE.

1. *Quantity of Corn consumed in Great Britain.*— Attempts have sometimes been made to estimate the quantity of corn raised in a country, from calculations founded on the number of acres in tillage, and on the average produce per acre; but it is plain that no accurate account can ever be framed of the extent of land under cultivation. It is perpetually changing from year to year; and the amount of produce varies not only with the differences of seasons, but also with every improvement of agriculture. This method, therefore, is now rarely resorted to, and the growth of corn is generally estimated from the *consumption*. The conclusions deduced from this criterion must indeed be subject to error, as well from variations in the consumption, occasioned by variations in the price of corn, as from the varying extent to which other food is used. But supposing the prices of corn to be reduced to an average, if the consumption of a considerable number of persons, of all ranks and orders, and of all ages and sexes, were accurately determined, we should be able, supposing the census of the population to be nearly correct, to make a pretty close approximation to the total consumption of the country. Mr. Charles Smith, the well-informed and intelligent author of the *Tracts on the Corn Trade*, made many curious investigations, with a view to discover the mean annual consumption of corn; and reducing it to the *standard of wheat*, he found it to be at the rate of about a *quarter for each individual*, young and old. This estimate has been confirmed by a variety of subsequent researches; and, among others, by inquiries made during the scarcity of 1795 and 1796, by the magistrates of Suffolk, in 42 different parishes, in the view of ascertaining the average consumption of each family, which they found to correspond very closely with Mr. Smith's estimate. It is also worthy of remark, that M. Pauton, the intelligent author of the *Métrologie*, estimates the mean annual average consumption in France, when reduced to the standard of wheat, at about 10 bushels for each individual; and as the French consume considerably more bread and less animal food than the English, this estimate affords a strong proof of the correctness of that of Mr. Smith.

Having taken the population of England and Wales in 1765 at 6,000,000, Mr. Smith reckoned the consumers of each kind of grain, the quantity consumed by each individual, and hence, the whole consumed by man to be as follows:—

Estimated Population of England and Wales.	Average Consumption of each Person.	Consumed by Man.
		<i>Qrs.</i>
3,750,000 consumers of wheat, at 1 quarter each	- - - - -	- 3,750,000
739,000 do. of barley, at 1½ do.	- - - - -	- 1,016,125
888,000 do. of rye, at 1½ do.	- - - - -	- 999,000
623,000 do. of oats, at 2½ do.	- - - - -	- 1,791,225
Consumed by man	- - - - -	- 7,556,350
In addition to this, Mr. Smith estimated the wheat distilled, made into starch, &c.	- - - - -	- 90,000
Barley used in malting, &c.	- - - - -	- 3,417,000
Rye for hogs, &c.	- - - - -	- 31,000
Oats for horses, &c.	- - - - -	- 2,461,500
Total of home consumption	- - - - -	- 13,555,850
Add excess of exports over imports	- - - - -	- 398,624
		<hr/> 13,954,474
Add seed (one tenth)	- - - - -	- 1,395,447
Total growth of all kinds of grain in England and Wales in 1765	- - - - -	<hr/> <u>- 15,349,921</u>

This estimate, it will be observed, does not include either Scotland or Ireland; and later inquiries have rendered it probable that Mr. Smith underrated the population of England and Wales by nearly 1,000,000. The most eminent agriculturists seem also

to be of opinion, that the allowance for seed ought to be stated as high as a *sixth* or a *seventh*.

Mr. Chalmers, availing himself of the information respecting the numbers of the people furnished under the population act of 1800, estimated the total consumption of the different kinds of grain in Great Britain at that epoch at 27,185,300 quarters whereof wheat constituted 7,676,100 quarters. The crops of 1800 and 1801 being unusually deficient, the importation in these years was proportionally great; but excluding these scarcities, the total average excess of all sorts of grain imported from Ireland and foreign countries into Great Britain over the exports had previously amounted to about 1,000,000 quarters, which, deducted from 27,185,300, leaves 26,185,300, to which if we add *one sixth* as seed, we shall have 30,549,516 quarters as the average growth of Great Britain in 1800.

According to Dr. Colquhoun, the consumption of corn in Great Britain and Ireland, in 1814, amounted to about 35,000,000 quarters. We subjoin his estimate :

Species of Grain.	Estimated Average of the Population of Great Britain and Ireland.	Each Person averaged.	Consumed by Man.	Consumed by Animals.	Used in Beer and Spirits.	Used in various Manufactures.	Total Quarters.
		Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
Wheat - -	9,000,000	1	9,000,000	-	-	170,000	9,170,000
Barley - -	1,500,000	1½	1,875,000	210,000	4,250,000	-	6,335,000
Oats - -	4,500,000	1½	6,750,000	10,300,000	-	-	16,950,000
Rye - -	500,000	1½	625,000	59,000	-	1,000	685,000
Beans and peas -	500,000	1	500,000	1,360,000	-	-	1,860,000
Totals	16,000,000		18,750,000	11,829,000	4,250,000	171,000	35,000,000

But though this estimate be compiled with greater care, and is entitled to more confidence, than most of those put forth by its author, it is in some respects grossly inaccurate and defective. There can, for example, be no manner of doubt that the consumption of oats is underrated by at least 2,250,000 quarters, or by $\frac{1}{4}$ quarter in the quantity assigned to each of the 4,500,000 individuals Dr. Colquhoun supposed were fed on them. But besides underrating the consumption of oats, the learned Dr. has made no allowance for seed, though it be unnecessary to say that the expenditure of corn as seed is as indispensable, and its consumption as effectual, as if it were employed in the feeding of men or of horses. Adding, therefore, to the 37,250,000 quarters which Colquhoun's estimate should have amounted to, $\frac{1}{4}$ th for seed, we have, on his data, 43,458,000 quarters for the total consumption of corn in the U. Kingdom in 1814.

But instead of a population of 16 millions, which is assumed as the basis of the above estimate, the U. Kingdom had, in 1841, a population of 26,861,796. If, therefore, the estimate of Dr. Colquhoun were accurate, and the consumption, as compared with the population, were about the same as in 1814, it should now amount to about 70,000,000 quarters. But, during the last 30 years, the proportion of wheat used as food has been materially increased; and at present the consumers of barley certainly amount to nothing like 1,500,000 individuals; probably to not more than 500,000. The proportional consumption of oats has, also, increased very materially, partly and principally from the great increase in the number of horses, and their better keep, and partly, also, from the increase of population in Ireland; for, though the inhabitants of that part of the U. Kingdom be principally dependent on the potato, still there can be no doubt that the number of corn, or rather oat-eaters (in Ireland), has been largely augmented since 1814.

On the whole, we are inclined to think that the consumption of the various kinds of corn in the U. Kingdom may, at present (1842), be estimated as follows:—

	Qrs.	Total Qrs.
I. Consumed by man:—		
Wheat	15,000,000	
Oats, rye, and maſlin (a mixture of rye and wheat)	18,000,000	
Barley for malting, food, &c.	6,000,000	
Beans and peas as meal	600,000	
		36,600,000
II. Consumed by the lower animals:—		
Corn (principally oats) used in the feeding of horses and other animals, in distillation, manufactories, &c.	18,000,000	
Total consumed by man and the lower animals, &c.		54,600,000

But it appears from No. VIII. of the subjoined tables, that at an average of the 12 years ending with 1841, the annual entries of foreign corn for home consumption were, wheat 1,139,394 quarters, barley 199,405 do., oats 278,820 do., rye 21,046 do., peas 71,900 do., and beans 78,013 do., making an aggregate importation of 1,788,579 quarters a year. And, therefore, if from the annual consumption by man and the lower

animals, amounting to 54,600,000 quarters, we deduct the above average annual importation, we have 52,811,421 quarters for the portion of such consumption supplied by the native corn of the U. Kingdom; and adding to the latter $\frac{1}{4}$ th part, or 8,801,903 quarters, for seed, we have 61,613,324 quarters for the total average annual growth of all sorts of corn in the U. Kingdom.

The total entries of foreign corn in 1839 amounted to 4,615,262 quarters, being the largest quantity ever entered in any single year. But as this quantity does not amount to $\frac{1}{4}$ th part of the entire corn raised at home, it would seem as if the greatest importation could have but a very slight influence over prices; but it has been already shown that a very large proportion, perhaps a half, of the corn produced in the empire is never brought to market, but is partly consumed by the agriculturists, and partly used as seed and in the feeding of farm horses, &c. Hence, if we be nearly right in this estimate, it follows that an importation of 4,615,262 quarters is really equivalent to between $\frac{1}{4}$ th and $\frac{1}{2}$ th part of the entire produce brought to market in an average year, and must consequently have a very material influence in alleviating the pressure of scarcity in a bad year, and in checking the rise of prices.

Regulations under which the Corn Trade of the U. Kingdom is at present conducted.—These regulations are embodied in the act 5 Vict. 2 sess. cap. 14., of which an abstract is subjoined. In principle this act is substantially the same with that of the 9 Geo. 4. cap. 60., by which the trade in corn was previously regulated. It permits, like the former act, the free importation and warehousing of all sorts of foreign corn; imposing, like it, duties on such corn when entered for consumption, which vary according to the variations of prices in the home market. Thus, there is a duty of 20s. a quarter on wheat, when the home price is at or under 51s. a quarter; the duty decreasing, though not regularly, till the price reaches 73s. or upwards, when it amounts to 1s. only. But though the duties imposed by this act be, in consequence of their reduction, decidedly preferable to those which they superseded, still they are much too high, and must go far, indeed, to prevent all importation under ordinary circumstances, till the home price rises to, or exceeds, 63s. a quarter, when the duty is no less than 10s.; and besides their influence in obstructing importation till the home price rises very decidedly above what would otherwise be its natural level, a variable scale of duties has the incurable defect of adding to the uncertainty incident to the corn trade; and of preventing, so long as it is kept up, its establishment on sound principles.

From the extreme difficulty of forming any thing like correct conclusions as to the state of the crops at any given period in any extensive country, and still more of estimating the supply and probable price of corn at any future period, though but a little remote, the risk attending the corn trade is proverbially great. Under such circumstances, if government interfere at all, it should certainly be to lessen such hazards; and, at all events, it should take especial care to do nothing to increase them. Hence, if a duty be imposed on importation it should be constant, so that its influence may always be estimated beforehand; for if the amount of duty depend on accidental circumstances, or on anything so fluctuating and incapable of previous estimation as the prices in the home market, it must necessarily, by increasing the hazard of all speculations in corn, tend to augment those inequalities in its supply and price, that should, in as far as possible, be diminished. To show the direct influence of such duties, it may suffice to mention that if, under the late corn law, a merchant had commissioned a quarter of wheat when the home price was 71s. a quarter, he would, in the event of the price falling to 68s. before the importation took place, have lost no less than 13s. a quarter by the transaction, viz. 3s. a quarter by the fall of price, and 10s. a quarter by the increase of duty! The new scale is not, luckily, so bad as this; but still its influence, though diminished, is of the same pernicious kind, and in most cases doubles the risk. Should a merchant, for example, now order a quantity of foreign wheat when the home price is from 57s. to 58s. a quarter, he will, in the event of the price falling 3s. a quarter before the wheat can be entered for consumption, lose 6s. a quarter by the speculation, 3s. by the fall of price, and 3s. by the rise of duty.

It may, perhaps, be said that if, on the one hand, the present scale of duties be injurious to the merchant when prices are falling, and when importation is consequently either unnecessary or of less advantage, it is, on the other hand, equally advantageous to him when prices are rising, and when the public interests require that importation should be encouraged: but the prices in the view of the merchant when he gives an order are always such as he supposes will yield a fair profit; and if they rise, this rise would, supposing the duty to be constant, yield such an extra profit as would make him increase his imports to the utmost. If it were possible to devise a system that should diminish the losses incurred in unfavourable speculations, by making a proportional deduction from the profits of such as were unusually successful, something, perhaps, might be found to say in its favour. But the system we have adopted proceeds on quite opposite principles: its effect is not to diminish risks, but to increase them; it

adds to the loss resulting from an unsuccessful, and to the profit resulting from a successful, speculation!

But there are other considerations that serve to set the pernicious operation of a fluctuating duty in a still more striking point of view. Should a tract of unfavourable weather occur before harvest, and a deficient crop be anticipated, prices rise, and the duty falls to next to nothing: but now suppose that the weather becomes fine, and that the anticipations of a short crop are dispelled, and observe what, under such circumstances, is the operation of the sliding-scale. In such a case, prices immediately begin to give way, and, to avoid the consequent increase of duty, every bushel of foreign corn warehoused in the country, and, indeed, in every contiguous foreign port, is forthwith entered for consumption, and thrown upon a falling market! With a fixed duty, or with no duty at all, the merchants would distribute the supply of corn according to the best estimate they could form of the real wants and necessities of the people. But the operation of a sliding-scale goes far to exclude such considerations. Besides doubling the hazards of the trade, it tempts the merchants, when prices are rising, to hold back, in the expectation of being able to enter their corn at a reduced duty; and when, on the other hand, a fall of prices is anticipated, the market, as already seen, is overloaded, and prices ruinously depressed by the supplies forced upon it to escape the increase of duty! It is thus alternately injurious to the manufacturing and the agricultural classes; entailing the severest privations on the former, by making the importers withhold their corn from market till the price attains to a ruinously high level; and, on the latter, by making the same parties throw it on a market which is already depressed. The extreme low prices of 1821 and 1822, and of 1833, 1834, and 1835, were, no doubt, in part occasioned by the excess of the foreign entries for consumption arising out of the circumstances now mentioned.

Were our ports always open under a moderate duty, nothing, it is plain, would be gained by pouring in supplies at any particular moment; they would only be furnished when necessary, and would be limited by the necessity; and when prices were low, or falling, a large proportion of the imports would be warehoused in anticipation of a future rise. But at present there is no room for consideration or combination; every thing must be done on the moment, and by fits and starts; we may not have brought a bushel of wheat from the Baltic for a year or two; but prices have risen in this country, and, the duty having fallen still more rapidly, we have an instantaneous demand for all the corn that can be had! Not being expected, no provision is made for meeting such sudden and capricious demands; and prices rise to such a degree as to make our presence in the foreign markets hateful to every one, except the few who may happen to have on hand stocks of corn. It is plain, too, that a commerce, if so we may call it, conducted in this way cannot be carried on by an interchange of goods for corn, as it would be were the ports constantly open. We may have a demand this year for ten times the quantity of Polish corn that we required last year, but it is abundantly certain that the Poles will not reciprocate by taking off corresponding quantities of our cottons, woollens, or hardware. Under ordinary circumstances, an increase of imports is always accompanied by a corresponding increase of exports; but, to bring this about, the increase must neither be sudden nor excessive; for, if so, the chances are a thousand to one that the foreign demand for our products will not increase to an equal extent. Corn is the principal means which the Poles have of paying for English goods; and, as we frequently shut it wholly out, their imports from England are unavoidably below even the average amount of their exports; so that, when we have an extraordinary demand for corn, the greater part of the excess must be paid for in bullion; and, instead of being benefited by its occurrence, our commercial and manufacturing interests are deeply injured.

But it is unnecessary to dwell on what is so well known. Most fortunately, we did not require to import any foreign corn in 1835 and 1836; for, no one, either in the Bank of England or out of it, acquainted with the circumstances, can have the smallest doubt that, had it been then necessary to make the same payments for foreign corn we had to make in 1830 and 1831, and in 1838 and 1839, the Bank must have stopped payment; and a shock would have been given to the credit and financial interests of the country, from which they might never have recovered. The severe pressure on the money market in 1839 mainly originated in the same circumstances; and who can doubt that that pressure was productive of incomparably greater loss and inconvenience to the agriculturists than any advantage they gained by the rise of prices in that year?

It is in these respects that the existing corn law is most inimical to manufactures and commerce. The disorder occasioned by a sudden and extensive demand for corn affects the prices of every article, and vitiates every speculation. The mischief is sometimes ascribed to the conduct of the directors of the Bank of England; but they have little or nothing to do in the matter; they are merely endeavouring to provide, as is their bounden duty, for the safety of the Bank, which is suddenly called upon to advance

four, five, or six millions of bullion to be sent abroad in payment of foreign corn ! It is plain that the real origin of the pressure is to be found in that system of commercial legislation that produces every now and then such sudden and heavy drains on the resources of the Bank and the country.

In every point of view, therefore, it is of the highest importance that the regulations as to the corn trade should be placed on such a footing, that, 1st, they may at no time give any serious obstruction to importation ; and 2d, that the supply may be admitted according to our wants, and when it is really required. In their present form, the corn laws are opposed to both the principles now laid down, and are adverse alike to agriculture, commerce, and credit.

It must not, however, be supposed, from any thing now said, that we mean to state or insinuate that it is possible by any contrivance, or by the utmost possible degree of freedom, to avert all fluctuations in the supply and price of corn. Any such idea would be alike chimerical and absurd. Variations of the harvests, in so rich and populous a country as Great Britain, must always, and under any circumstances, have a powerful influence over prices ; not only here, but also in those foreign markets whence we are in the habit of drawing a portion of our supplies. But it admits of demonstration, that the adoption of a system as to importation, in which there shall be no fluctuation of duties, is the best means by which to mitigate the influence of variations of harvests, and to secure the greatest steadiness of price. Under such a system, the merchants of this and other countries would be able to form their plans without the fear of their being overturned by accident or contingent circumstances ; and the fact that we every now and then require a large supply of foreign corn would make capitalists here and elsewhere warehouse, in abundant years, large supplies, in anticipation of the demand when a deficiency occurs. The merchant would then have to deal only with real wants and necessities ; and these it is comparatively easy to provide against. In a matter of this kind all restrictions and interferences are unalloyed evils. Freedom is all that is required to place the trade on the best possible footing.

It is, therefore, obvious that a constant duty on importation is, in all respects, preferable to one that fluctuates. When the duty is constant, all classes, farmers as well as merchants, are aware of its amount, and can previously calculate the extent of its influence. But the influence of a duty that fluctuates with fluctuations of price can never be previously appreciated. Its magnitude depends on contingent and accidental circumstances ; and it must, therefore, of necessity, occasion that uncertainty, and those sudden and capricious movements, that are so destructive of the interests of all classes.

It is farther to be observed that, with a fluctuating duty, there can be no corresponding drawback on exportation ; and so long, therefore, as it is maintained, prices, in unusually favourable years, must, as previously explained, sink so low as to be ruinous to the agriculturists ; and that justice will be denied to the latter, to which they have an undoubted claim.

At the same time it is but fair to state, that the pernicious operation of the corn laws has been grossly, and indeed stupidly, exaggerated. According to the statements put forth by the demagogues who have of late years been haranguing the public on this favourite theme, one would be led to suppose that the repeal of the corn laws would be a universal panacea ; that it would obviate every abuse or defect in our social system ; and that the price of corn would immediately fall to something like a half or a third part of its present amount ! But every man of sense knows that there is no real room or ground for such statements, which are alike false and deluding. Thanks to the extraordinary spread of improvement at home, and to the increased amount of our imports from Ireland, the corn laws, notwithstanding the rapid increase of population, are now far less objectionable than they were a few years ago. The statements that will be laid before the reader in a subsequent part of this article shew, that supposing foreign wheat were always admitted for consumption on payment of a fixed duty of only 5s. a quarter, there are no grounds whatever for thinking that its average price would be under 53s. or 54s. a quarter.

We do not say this by way of apology for the corn laws, or in extenuation of the serious injury they really occasion. But misrepresentation and misstatements on such subjects cannot be too much condemned. The progress of sound commercial legislation can never be advanced, while it may be and has been very decidedly obstructed by the violence, agitation, and declamatory trash of which the proposed repeal of the corn laws has been the pretext.

We subjoin an abstract of the act, 5 Victoria, 2 sess. cap. 14.

Section 1. repeals the act 9 Geo. 4. c. 60., under which the corn trade had previously been conducted. *Corn may be imported from Foreign Countries and from British Possessions on Payment of the specified Duties.*—And whereas it is expedient that corn, grain, meal, and flour, the growth, produce, and manufacture of any foreign country, or of any British possession out of Europe, should be allowed to be imported into the U. Kingdom for consumption, upon the payment of duties to be regulated from time to time according to the average price of British corn made up and published in manner hereinafter required ;

be it therefore enacted, that from and after the passing of this act there shall be levied and paid upon all corn, grain, meal, or flour entered for home consumption in the U. Kingdom from parts beyond the seas, the several duties specified and set forth in the table annexed to this act; and that the said duties shall be raised, levied, collected, and paid in the same manner in all respects as the several duties of customs enumerated in the table of duties annexed to act 3 & 4 Will. 4. c. 56. — § 2.

We subjoin the table referred to.

An Account of the Duties chargeable on all Kinds of Grain,

If imported from any Foreign Country.

WHEAT.				WHEATEN FLOUR OR MEAL.				RYE, PEAS, AND BEANS.				BARLEY, Maize, or Indian Corn, Buckwheat, Bear or Bagg.				OATS.				OAT-MEAL.			
Average Price per Quarter.		Duty per Quarter.		Duty per Cwt.		Duty per Barrel of 196 lbs.		Average Price per Quarter.		Duty per Quarter.		Average Price per Quarter.		Duty per Quarter.		Average Price per Quarter.		Duty per Quarter.		Average Price per Quarter.		Duty per Cwt.	
<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
51	—	51	0	0	0	6	10 1/2	51	—	51	0	11	6	51	—	51	0	19	0	51	—	51	0
52	—	52	0	18	0	6	6 1/2	52	—	52	0	10	6	52	—	52	0	19	0	52	—	52	0
53	—	53	0	18	0	6	6 1/2	53	—	53	0	10	6	53	—	53	0	19	0	53	—	53	0
54	—	54	0	18	0	6	6 1/2	54	—	54	0	10	6	54	—	54	0	19	0	54	—	54	0
55	—	55	0	18	0	6	6 1/2	55	—	55	0	10	6	55	—	55	0	19	0	55	—	55	0
56	—	56	0	17	0	5	10 1/2	56	—	56	0	8	6	56	—	56	0	25	0	56	—	56	0
57	—	57	0	16	0	5	6 1/2	57	—	57	0	7	6	57	—	57	0	24	0	57	—	57	0
58	—	58	0	15	0	5	1 1/2	58	—	58	0	6	6	58	—	58	0	23	0	58	—	58	0
59	—	59	0	14	0	4	9 1/2	59	—	59	0	5	6	59	—	59	0	22	0	59	—	59	0
60	—	60	0	13	0	4	9 1/2	60	—	60	0	4	6	60	—	60	0	21	0	60	—	60	0
61	—	61	0	12	0	4	1 1/2	61	—	61	0	3	6	61	—	61	0	20	0	61	—	61	0
62	—	62	0	11	0	3	9 1/2	62	—	62	0	2	6	62	—	62	0	19	0	62	—	62	0
63	—	63	0	10	0	3	9 1/2	63	—	63	0	1	6	63	—	63	0	18	0	63	—	63	0
64	—	64	0	9	0	3	1 1/2	64	—	64	0	0	6	64	—	64	0	17	0	64	—	64	0
65	—	65	0	8	0	2	9 1/2	65	—	65	0	0	6	65	—	65	0	16	0	65	—	65	0
66	—	66	0	7	0	2	4 1/2	66	—	66	0	0	6	66	—	66	0	15	0	66	—	66	0
67	—	67	0	6	0	2	0 1/2	67	—	67	0	0	6	67	—	67	0	14	0	67	—	67	0
68	—	68	0	6	0	2	0 1/2	68	—	68	0	0	6	68	—	68	0	13	0	68	—	68	0
69	—	69	0	5	0	1	8 1/2	69	—	69	0	0	6	69	—	69	0	12	0	69	—	69	0
70	—	70	0	4	0	1	4 1/2	70	—	70	0	0	6	70	—	70	0	11	0	70	—	70	0
71	—	71	0	3	0	1	0 1/2	71	—	71	0	0	6	71	—	71	0	10	0	71	—	71	0
72	—	72	0	2	0	0	8 1/2	72	—	72	0	0	6	72	—	72	0	9	0	72	—	72	0
73	—	73	0	1	0	0	4 1/2	73	—	73	0	0	6	73	—	73	0	8	0	73	—	73	0
upwards.		upwards.		upwards.		upwards.		upwards.		upwards.		upwards.		upwards.		upwards.		upwards.		upwards.		upwards.	

* The fractions under Oatmeal are so many 121 parts of a penny; under barrel of flour, so many 32 parts of a penny.

Note.—Flour is rated to pay for every barrel of 196 lbs. a duty equal in amount to the duty payable on 38½ gallons of wheat; and oatmeal for every 18½ lbs. a duty equal in amount to the duty payable on a quarter of oats. It is the practice to enter the above by the cwt.

If the produce of and imported from any British Possession in North America, or elsewhere out of Europe.

Wheat.				Rye, Peas, and Beans.			
Whenever the average price of wheat shall be under 55s. the duty shall be				Whenever the average price of rye, peas, and beans shall be under 30s. the duty shall be			
55s. and under 56s.	—	—	—	30s. and under 31s.	—	—	—
56s.	—	—	—	31s.	—	—	—
57s.	—	—	—	32s.	—	—	—
58s. and upwards	—	—	—	33s.	—	—	—
Barley.	—	—	—	34s.	—	—	—
Whenever the average price of barley shall be under 22s. the duty shall be	—	—	—	35s.	—	—	—
22s. and under 23s.	—	—	—	36s.	—	—	—
23s.	—	—	—	37s.	—	—	—
30s.	—	—	—	38s.	—	—	—
31s.	—	—	—	39s.	—	—	—
Oats.	—	—	—	40s.	—	—	—
Whenever the average price of oats shall be under 22s. the duty shall be	—	—	—	41s.	—	—	—
22s. and under 23s.	—	—	—	42s.	—	—	—
23s.	—	—	—	43s.	—	—	—

Section 3. permits foreign corn to be imported into the Isle of Man, on payment of the duties specified in this act.

Regulations to be observed on shipping Corn from any British Possession out of Europe.—No corn, grain, meal, or flour shall be shipped from any British possession out of Europe as the produce of any such possession until the owner or proprietor or shipper thereof have made and subscribed, before the collector or other chief officer of customs at the port of shipment, a declaration in writing, specifying the quantity of each sort of such corn, grain, meal, or flour, and that the same was the produce of some British possession out of Europe to be named in such declaration, nor until such owner or proprietor or shipper shall have obtained from the collector or other chief officer of the customs of the said port a certificate, under his signature, of the quantity of corn, grain, meal, or flour so declared to be shipped; and before any corn, grain, meal, or flour shall be entered at any port or place in the U. Kingdom as being the produce of any British possession out of Europe, the master of the ship importing the same shall produce and deliver to the collector or other chief officer of customs of the port or place of importation a copy of such declaration, certified to be a true and accurate copy thereof, under the hand of the collector and other chief officer of customs at the port of shipment before whom the same was made, together with the certificate, signed by the said collector or other chief officer of customs, of the quantity of corn so declared to be shipped; and such master shall also make and subscribe, before the collector or other chief officer of customs at the place of importation a declaration in writing that the several quantities of corn, grain, meal, or flour on board such ship, or any corn ground, except wheat meal, wheat flour, and oatmeal; and if any such article be imported contrary to this provision, the same shall be forfeited; and such forfeitures shall be sued for, recovered, &c. under the act 3 & 4 Will. 4. c. 56, in all respects as any forfeiture incurred under and by virtue of the said act 3 & 4 Will. 4. c. 56 — § 5.

Prohibition of Importation of Malt.—It shall not be lawful to import from parts beyond the seas into the U. Kingdom, for consumption there, any malt, or any corn ground, except wheat meal, wheat flour, and oatmeal; and if any such article be imported contrary to this provision, the same shall be forfeited; and such forfeitures shall be sued for, recovered, &c. under the act 3 & 4 Will. 4. c. 56, in all respects as any forfeiture incurred under and by virtue of the said customs duties act.—§ 6.

Accounts of Corn imported, &c. to be published monthly.—The commissioners of customs shall once in each month publish in the London Gazette an account of the total quantity of each sort of corn, grain, meal, and flour respectively imported into the U. Kingdom, and also an account of the total quantity of

each sort of corn, grain, meal, and flour upon which duties of importation have been paid in the U. Kingdom during the month next preceding, and of the several rates of duty which shall from time to time during such month have been payable upon each sort of corn, grain, meal, and flour respectively, with an account of the total quantity of each sort of corn, grain, meal, and flour remaining in warehouse at the end of such next preceding month. — § 7.

Section 8. enacts, that if any foreign state subject British vessels, goods, &c. to any higher duties or charges than are levied on the vessels of other countries, &c. her majesty may prohibit the importation of corn from such state.

Section 9. enacts, that weekly returns of purchases and sales of corn shall be made in the places named in the schedule of cities and towns which is here annexed.

Counties and Towns.	Counties and Towns.	Counties and Towns.	Counties and Towns.
CHESTER: Chester. Nantwich. Middlewich. *Four Lane Ends. *Congleton. *Macclesfield. *Stockport.	Tavistock. Kingsbridge. *Oakhampton. *Tiverton. *Houlton. CORNWALL: Truro. Bodmin. Launceston. Redruth. Helston. St. Austell. *Falmouth. *Callington. *Liskeard. *St. Columb.	ESSEX: Cheshamford. Colchester. Romford. *Chipping Ongar. *Saffron Walden. *Braintree.	Gainsborough. Glanford Bridge. Louth. Boston. Stamford. Stamford. Spalding. Barton on Humber. *Bourne. *Grantham. *Grimaby. *Horncastle. *Market Raslin. *Calster. *Alford. *Hull. *Long Sutton.
LANCASTER: Liverpool. Ulverston. Lancaster. Preston. Wigan. Warrington. Manchester. Bolton. *Blackburn. *Bury. *Rochdale.	DORSETSHIRE: Blandford. Bridport. Dorchester. Sherborne. Shaftesbury. Wareham. *Poole.	KEPT: Maldstone. Canterbury. Dartford. *Chatham and Rochester. *Dover. *Gravesend. *Ashford.	YORK: York. Leeds. Wakefield. Bridlington. Beverley. Hawden. Sheffield. Hall. Whitby. New Malton. *Barnsley. *Bedaie. *Bradford. *Doncaster. *Knaresborough. *Pickering. *Richmond. *Ripon. *Selby. *Skipton. *Thirsk. *Rotherham. *Cley. *Thorne.
DERBY: Derby. *Chesterfield.	HAMPSHIRE: Winchester. Andover. Basingstoke. Fareham. Havant. Newport. Ringwood. Southampton. Portsmouth. *Christchurch.	SURREY: Chichester. Lewes. Rye. *Brighton. *East Grinstead. *Epsom. *Arundel. *Hastings. *Midhurst. *Shoreham.	
NOTTINGHAM: Nottingham. Newark. *Mansfield. *Retford.	RUTLAND: *Orleansham.	BEDFORD: Bedford. *Leighton Buzzard. *Luton.	
LEICESTER: Leicester. *Loughborough. *Hinckley. *Lutterworth.	HEREFORD: *Leominster. *Hereford. *Kington.	BREKENTHIRE: Windsor. Reading. Abingdon. *Maidenhead. *Newbury. *Wallingford.	
NORTHAMPTON: Northampton. *Peterborough. *Daventry. *Wellingborough. *Kettering.	SHERBORN: *Stratford. *Judlow. *Newport. *Oswestry. *Wellington. *Wenlock. *Whitchurch. *Market Drayton.	BUCKS: Aylesbury. *Duckingham. *High Wycombe. *Newport Pagnel.	DURHAM: Durham. Stockton. Darlington. Sunderland. *Bernard Castle.
WARWICKSHIRE: Coventry. Birmingham. *Warwick. *Stratford-on-Avon.	WILTSHIRE: *Swindon. *Devizes. *Salisbury. *Trowbridge. *Warminster. *Chippenham.	OXFORDSHIRE: Oxford. *Banbury. *Henley. *Witney. *Chipping Norton.	NORTHUMBRIA: Walsingham. Belford. Hexham. Newcastle-upon-Tyne. Morpeth. Alnwick. Berwick.
WORCESTER: Worcester. *Bromsgrove. *Kidderminster. *Stourbridge. *Evesham.	STAFFORDSHIRE: *Stafford. *Burton-on-Trent. *Lichfield. *Newcastle-under-Lyme. *Stone. *Uxeter. *Walsall. *Wolverhampton.	HUNTINGDON: Huntingdon. St. Ives.	CUMBERLAND: Carlisle. Whitehaven. Cockermouth. Penrith. Egremont. *Wigton. *Maryport. *Workington.
GLoucester: Gloucester. Cirencester. Tetbury. Stow-on-the-Wold. Tewkesbury. *Cheltenham. *Dursley. *North Leach. *Stroud.	SOMERSETSHIRE: Bristol. Taunton. Wells. Bridgewater. Frome. Chard. *Somerton. *Rhepton Mallet. *Wellington. *Wiveliscomb.	CAMBRIDGE: Cambridge. Ely. Wisbech. *Newmarket.	WESTMORELAND: Appleby. Kendal.
MONMOUTHSHIRE: Monmouth. Abergavenny. Chepstow. Pontypool. *Newport.	MIDDLESEX: London. Uxbridge.	SUFFOLK: Ipswich. Woodbridge. Sudbury. Hadleigh. Stowmarket. Beccles. Bungay. Lowestoft. Bury St. Edmund's.	WALSH: Carmarthen. Carmarvon. Haverfordwest. Cardiff. Denbigh. Wrexham. *Bacon. *Mold. *Bangor. *Corbridge. *Newtown. *Corwen. *Walspool. *Llanerch. *Llandilo. *Knighton. *Swansea.
DEVONSHIRE: Exeter. Barnstaple. Plymouth. Toulness.	SURREY: Guildford. *Croydon. *Kingston. *Dorking.	NORFOLK: Norwich. Yarmouth. Lynn. Thetford. Watton. Diss. East Dereham. Horstead. Holt. Aylsham. Fakenham. North Walsham. *Swaffham.	
		LINCOLN: Lincoln.	

* The towns marked with an asterisk were not referred to in taking the averages under the late act.

Section 10. gives her majesty power of appointing a comptroller of corn returns.

Section 11. enacts that the comptroller shall execute his office in person, but that a deputy may be appointed to act in certain cases.

Sections 12. and 13. authorise the Lord Mayor and aldermen to appoint an inspector of corn returns for the city of London, under the same conditions as the general comptroller.

Section 14. authorises the chancellors of the universities of Oxford and Cambridge to appoint and remove inspectors of corn returns for the said city and town.

Section 15. enacts that no person dealing in corn, flour, or malt, be appointed inspector or deputy-inspector of corn returns for the cities of London or Oxford, or town of Cambridge.

Section 16. enacts that the appointments of inspectors for London, Oxford, and Cambridge, be enrolled.

Dealers in Corn in and near London to deliver in a Declaration to the Lord Mayor, &c.— Every person carrying on trade or business in the city of London, or within 5 miles from the Royal Exchange in the said city, as a corn factor, or as an agent employed in the sale of British corn, and every person who shall sell any British corn within the Corn Exchange in Mark Lane in the said city, or within any other building or place which is or may hereafter be used within the city of London, or within 5 miles from the Royal Exchange in the said city, for such and the like purposes for which the said Corn Exchange in Mark Lane hath been and is used, shall, before he or they shall carry on such trade or business, or sell any corn in manner aforesaid, make and deliver to the Lord Mayor, or one of the aldermen of the city of London, a declaration in the following words; (that is to say,)

"I A. B. do declare, that the returns to be by me made, conformably to an act passed in the fifth year of the reign of her majesty Queen Victoria, intituled *[here set forth the title of this act]*, of the quantities and prices of British corn which henceforth shall be by or for me sold or delivered, shall, to the best of my knowledge and belief, contain the whole quantity, and no more, of the corn *bona fide* sold and delivered by or for me within the periods to which such returns respectively shall refer, with the prices of such corn, and the names of the buyers respectively, and of the persons for whom such corn shall have been sold by me respectively, and to the best of my judgment the said return shall in all respects be conformable to the provisions of the said act."

Which declaration shall be in writing, and shall be subscribed by the person so making the same; and the Lord Mayor or alderman aforesaid of the city of London for the time being shall and is hereby required to deliver a certificate thereof, under his hand, to the inspector of corn returns for the city of London, to be by him registered in a book to be provided and kept for that purpose.— § 17.

Dealers in Corn to make Returns to Corn Inspector.— Every corn factor and other person as aforesaid who is herein-before required to make and who shall have made such declaration as aforesaid, shall and he or she is hereby required to return or cause to be returned, on Wednesday in each and every week, to the inspector of corn returns for the city of London, an account in writing, signed with his or her own name, or the name of his or her agent duly authorised in that behalf, of the quantities of each sort of British corn by him or her sold during the week ending on and including the next preceding Tuesday, with the prices thereof, and the amount of every parcel, with the total quantity and value of each sort of corn, and by what measure or weight the same was sold, and the names of the buyers thereof, and of the persons for and on behalf of whom such corn was sold; and it shall be lawful for any such inspector of corn returns to deliver to any person making or tendering any such returns a notice in writing requiring him or her to declare and set forth therein where and by whom and in what manner any such British corn was delivered to the purchaser or purchasers thereof; and every person to whom any such notice shall be so delivered shall and he or she is hereby required to comply therewith, and to declare and set forth in such his or her return, or in a separate statement in writing, the several particulars aforesaid.— § 18.

Section 19. enacts that the present comptroller, deputy-comptroller and inspectors of corn returns for London, Oxford, and Cambridge continue in office, and that the appointments of the other inspectors of returns shall cease on the 24th day of June next after the passing of this act.

Section 20. enacts that in cities and towns, other than London, Oxford, and Cambridge, officers of excise are to act as corn inspectors, and attend at places appointed.

Section 21. enacts that the commissioners of excise shall make known the place to be appointed for delivering returns of corn purchased.

Section 22. authorises the commissioners of treasury to continue, if they think fit, the present inspectors of corn returns in their offices.

Dealers in Corn in Cities and Towns to make Declaration.— Every person who shall deal in British corn at or within any city or town named in the prefixed list of towns, excepting the city of London, or who shall at or within any such city or town engage in or carry on the trade or business of a corn factor, miller, maltster, brewer, or distiller, or who shall be the owner, or proprietor, or part owner, or proprietor, of any stage coaches, waggons, carts, or other carriages carrying goods or passengers for hire to and from any such city or town, and each and every person who, as a merchant, clerk, agent, or otherwise, shall purchase at any such city or town any British corn for sale, or for the sale of meal, flour, malt, or bread made or to be made thereof, shall, before he or she shall so deal in British corn at any such city or town, or shall engage in or carry on any such trade or business as aforesaid, or shall purchase any British corn for any such purpose as aforesaid, at or within any such city or town, make and deliver a declaration in the following words; (that is to say,)

"I A. B. do declare, that the returns to be by me made, conformably to the act passed in the fifth year of the reign of her majesty Queen Victoria, intituled *[here set forth the title of this act]*, of the quantities and prices of British corn which henceforward shall be by or for me bought, shall, to the best of my knowledge and belief, contain the whole quantity, and no more, of the British corn *bona fide* bought for or by me within the periods to which such returns respectively shall refer, with the prices of such corn and the names of the sellers respectively, and to the best of my judgment the said returns shall in all respects be conformable to the provisions of the said act."

Which declaration shall be in writing, and shall be subscribed with the hand of the person so making the same, and shall by him or her, or by his or her agent, be delivered to the mayor or chief magistrate, or to some justice of the peace for such city or town, or for the county, riding, or division in which the same is situate, who are hereby required to deliver a certificate thereof to the officer of excise acting as inspector of corn returns for such city or town as aforesaid, or to such continuing inspector of corn returns as aforesaid for such city or town (as the case may be), to be by such officer or inspector registered in a book to be provided and kept for that purpose.— § 23.

Section 24. authorises the inspectors of corn returns to require the above declaration from corn dealers.

Corn Dealers to make Returns in Writing to Inspectors of the Corn bought by them.— All persons who are herein-before required to make and who shall have made such declaration as aforesaid shall and they are hereby required, on the first market day which shall be holden in each and every week within each and every city or town named in the said schedule hereunto annexed, except the city of London, at or within which they shall respectively deal in corn, or engage in or carry on any such trade or business as aforesaid, or purchase any corn for any such purpose as aforesaid, to return or cause to be returned to the officer of excise acting as inspector of corn returns for such city or town, at the place appointed for receiving such returns, or to the continuing inspector of corn returns for such city or town, or to the inspector of corn returns for the city of Oxford or the town of Cambridge (as the case may be), an account in writing, signed with their names respectively, of the amount of each and every parcel of each respective sort of British corn so by them respectively bought during the week ending on and including the day next preceding such first market day as aforesaid, with the price thereof, and by what weight or measure the same was so bought by them, with the names of the sellers of each of the said parcels

respectively, with the names of the person or persons, if any, other than the person making such return, for or on account of whom the same was so bought and sold; and it shall be lawful for any officer of excise acting as inspector of corn returns, or any continuing inspector of corn returns as aforesaid, to deliver to any person making or tendering any such return a notice in writing requiring him or her to declare and set forth where and by whom and in what manner any such British corn was delivered to him or her; and every person to whom any such notice shall be so delivered shall and he or she is hereby required to comply therewith, and to declare and set forth in such his or her return, or in a separate statement in writing, the several particulars aforesaid. — § 25.

Inspectors to enter Returns made to them in a Book. §c. — The inspector of corn returns for the city of London, the city of Oxford, and the town of Cambridge, and every officer of excise acting as inspector of corn returns for the several other cities and towns aforesaid, and every continuing inspector of corn returns for any of such other cities or towns as aforesaid, shall duly and regularly enter in a book, to be by him provided and kept for that purpose, the several accounts of the quantities and prices of corn returned to him by such persons respectively as aforesaid; and every inspector of corn returns for any of the cities and towns enumerated in the said schedule shall in each and every week return to the comptroller of corn returns an account of the weekly quantities and prices of the several sorts of British corn sold in the city of London, or in the city or town for which he shall be or act as inspector, according to the returns so made to him as aforesaid, and in such form as shall be from time to time prescribed and directed by the said comptroller of corn returns; and the said returns shall be so made to the said comptroller by the inspector of corn returns for the city of London on Friday in each week, and by the respective inspectors of corn returns for the city of Oxford and the town of Cambridge, and by the respective officers of excise acting as inspectors of corn returns, and by the respective continuing inspectors of corn returns, for the several other cities and towns aforesaid, within three days next after the first market day holden in each and every week in any such city or town. — § 26.

Section 27. enacts that inspectors shall not include returns until they have ascertained that the persons making them have taken the declaration required.

Average Prices to be made up and published every Week. — The average prices of all British corn, by which the rate and amount of the said duties shall be regulated, shall be made up and computed on Thursday in each week, in manner following; (that is to say,) the said comptroller of corn returns shall on such Thursday in each week, from such returns as shall be received by him during the week next preceding, ending on and including the Saturday in such preceding week, add together the total quantities of each sort of British corn respectively appearing by such returns to have been sold, and the total prices for which the same shall thereby appear to have been sold, and shall divide the amount of such total prices respectively by the amount of such total quantities of each sort of British corn respectively, and the sum produced thereby shall be added to the sums in like manner produced in the 5 weeks immediately preceding the same, and the amount of such sums so added shall be divided by 6, and the sum thereby given shall be deemed and taken to be the aggregate average price of each such sort of British corn respectively, for the purpose of regulating and ascertaining the rate and amount of the said duties; and the said comptroller of corn returns shall cause such aggregate weekly averages to be published in the next succeeding Gazette, and shall on Thursday in each week transmit a certificate of such aggregate average prices of each sort of British corn to the collector or other chief officer of the customs at each of the several ports of the U. Kingdom, and to the said functionary at the port of Douglas in the Isle of Man; and the rate and amount of the duties to be paid under the provisions of this act shall from time to time be regulated and governed at each of the ports of the U. Kingdom by the aggregate average prices of British corn at the time of the entry for home consumption of any corn, grain, meal, or flour chargeable with any such duty, as such aggregate average prices shall appear and be stated in the last of such certificates received by the collector or other chief officer of customs at such port. — § 28.

How Quantities of Corn are to be computed. — In the returns to be made as aforesaid to the comptroller of corn returns, and in the publications to be made from time to time in the London Gazette, and in the certificate to be transmitted to the said comptroller of corn returns to collectors or other chief officers of customs, the quantities of each sort of British corn respectively shall be computed and set forth by, according, and with reference to the Imperial standard gallon, as the same is declared and established by the act 5 Geo. IV. cap. 74. amended or altered by the act 6 Geo. 4. cap. 12., and by the act 5 & 6 Will. 4. cap. 63. — § 29.

Until sufficient Number of Returns are made, Comptroller may use the present Averages. — Until a sufficient number of weekly returns have been received by the said comptroller of corn returns under this act to afford such aggregate average prices of British corn as aforesaid, the weekly average prices of British corn published by him immediately before the passing of this act shall be used and referred to in making such calculations as aforesaid, in such manner as if the same had been made up and taken under this act. — § 30.

What shall be deemed British Corn. — All corn or grain the produce of the U. Kingdom shall be deemed and taken to be British corn for the purposes of this act. — § 31.

Any Corn Return believed fraudulent may be omitted in the Computation. — If the said comptroller of corn returns shall at any time see cause to believe that any return made to any inspector of corn returns is fraudulent or untrue, the said comptroller is hereby required, with all convenient expedition, to lay before the Lords of the Committee of Privy Council (for Trade) a statement of the grounds of such his belief; and if upon consideration of any such statement the said Lords of said Committee shall direct the comptroller to omit any such return in the computation of such aggregate weekly average price, then and in that case, but not otherwise, the said comptroller of corn returns shall be authorised to omit such return in the computation of such aggregate weekly average price. — § 32.

Section 33. enacts that corn dealers having made the declaration previous to this act shall transmit returns, and comply with the rules hereby required.

Comptroller to issue Directions respecting the Inspection of Books of Inspectors. — The comptroller of corn returns is hereby authorised from time to time, in pursuance of any instructions which he shall receive in that behalf from the Lords of the Committee of Privy Council (for Trade), to issue to the inspectors of corn returns for the city of London, the city of Oxford, and the town of Cambridge respectively, any general or special directions respecting the inspection by any person or persons of the books so directed as aforesaid to be kept by such inspector of corn returns; and no such inspectors for the city of London, the city of Oxford, or the town of Cambridge, shall permit or suffer any person to inspect any such book, or to peruse or transcribe any entry therein, except in compliance with some such general or special directions from the said comptroller of corn returns. — § 34.

Copy of last Return to be affixed on Market Place on each Market Day. — The inspector of corn returns for every city or town other than the city of London shall and is hereby required, on each and every market day, to put up or cause to be put up in the market place of the city or town for which he shall act as inspector, or if there shall be no market place, then in some other conspicuous place therein near to where the corn market is usually held, a copy of the last return made by him to the comptroller of corn returns, omitting the names of the parties who may have sold and bought the said corn; and every such officer or inspector shall also again put up such account on the market day immediately following that on which it shall first have been put up, in case the same shall from accident or any other cause have been removed, and shall take due care that the same shall remain up for public inspection until a new account for the ensuing week shall have been prepared and set up. — § 35.

Sections 36, 37, 38. relate to the payment of comptrollers and inspectors.

Penalty on Corn Dealers for not making Declarations or Returns. — If any person hereby required to make and deliver the declaration or declarations herein-before particularly mentioned and set forth, or

either of them, shall not make and deliver such declaration or declarations at the time and in the form and manner and to the person or persons herein-before directed and prescribed in that behalf, every person so offending shall forfeit and pay a sum not exceeding 20*l*. for each and every calendar month during which he shall neglect or delay to make and deliver such declaration; and if any person who is herein-before required to make any return to any inspector, or officer of corn returns shall not make such returns to such inspector or officer at the time and in the form and manner herein-before directed and prescribed, every such offender shall for such his offence forfeit and pay a sum not exceeding 20*l*. — § 39.

Section 40. relates to the recovery and application of penalties.

Penalty on Witnesses not attending when required. — If any person who shall be summoned as a witness to give evidence before any justices of the peace, touching any matter of fact contained in any information or complaint for any offence against this act, either on the part of the prosecutor or of the person or persons accused, shall, after a reasonable sum of money for his or her charges and expences shall have been paid or been tendered to him or her, refuse or neglect to appear at the time and place for that purpose appointed, without a reasonable excuse for his, her, or their neglect, or appearing shall refuse to be examined on oath and give evidence before such justices of the peace, then and in either of such cases such person shall forfeit for every such offence any sum not exceeding 10*l*. — § 41.

Punishment for making false Returns. — If any person shall make any false and fraudulent statement in any such return as he is herein-before directed and required to make, or shall falsely and wilfully include, or procure or cause to be included, in any such return, any British corn which was not truly and *bona fide* sold or bought to, by, or on behalf of the person or persons in any such return mentioned in that behalf, in the quantity and for the price therein stated and set forth, every such offender shall be and be deemed guilty of a misdemeanor. — § 42.

Section 43. declares that the act shall not affect the practice of measuring or privileges of the city of London.

Limitation of Actions. — Actions brought under this act must be within 3 months of the matter or thing done. Defendants may plead the general issue; and if judgment be given against the plaintiffs, defendants shall have treble costs. — § 44.

Substitution of Wheat Flour or Biscuit for bonded Wheat. — Our readers are, no doubt, generally aware, that of late years efforts have occasionally been made in the House of Commons to get a law enacted authorising the delivery of bonded wheat from the warehouse, on the substitution in its stead of a proportional quantity of wheat flour or biscuit. But this proposal encountered the hostility of the more zealous partisans of the corn laws, principally on the alleged ground that it would open a door to fraud, and lead to the clandestine introduction of large quantities of foreign wheat. In the course, however, of the present year (1842), the project was again introduced by the vice-president of the board of trade (Mr. Gladstone), and, having been supported by government, was passed into a law, 5 & 6 Victoria, cap. 92. We believe the measure will be productive of considerable advantage. It will enable millers, bakers, and others in this country to take advantage of such openings in the home and foreign markets as may offer for the manufacture and sale of flour and biscuit; and to make such changes in the nature of their stocks as may be thought most advantageous. There do not seem to be any very good grounds for thinking that it will afford any considerable facilities for the commission of fraud by the introduction of wheat without a countervailing deposit of flour; but supposing it did, who is to be injured by such introduction? This, in truth, is one of the few cases in which fraud is advantageous rather than otherwise. We subjoin an abstract of the act now referred to.

Warehoused Wheat to be delivered Duty-free upon substituting an equivalent Quantity of Wheat Flour or Biscuit. — Whereas it will be of advantage to the trade and commerce of the country that wheat may be delivered duty-free from the warehouse or from the vessel, upon the deposit in the warehouse, or due exportation therefrom, of an equivalent quantity of wheat flour and biscuit; be it therefore enacted, that it shall be lawful for the principal officer of customs having charge of any warehouse, in which wheat may be warehoused without payment of duty upon the first entry thereof, to deliver any quantity thereof duty-free, upon there being deposited in warehouse in lieu thereof fine wheat flour or biscuit, as under.

For every 96 lbs. of kiln-dried wheat, or for every 100 lbs. of wheat not being kiln-dried, not less than 75 lbs. of fine wheat flour, or 68 lbs. of captain's biscuit, or 80 lbs. of biscuit of the standard of the biscuit supplied to her majesty's navy, or 118 lbs. of common ship's biscuit; and so in proportion for any less quantity than 96 lbs. of kiln-dried wheat, or 100 lbs. of wheat not kiln-dried; such flour or biscuit having been manufactured in the U. Kingdom, or such Flour having been duly imported and the duty thereon having been paid. — § 1.

Section 2. enacts, that fine wheat flour and biscuit may be deposited in warehouse, and a certificate of such deposit granted, to entitle the holder to an equivalent quantity of warehoused wheat duty-free any time within six weeks of the date thereof.

Section 3. enacts, that persons making deposits of flour and biscuit be entitled to have equivalent quantities of wheat entered duty-free from the vessel.

Section 4. orders that three days notice in writing be given to the collector of the quantity of wheat required to be delivered from the warehouse, and of the day of delivery.

Section 5. orders that no wheat shall be delivered duty-free until the substituted article has been deposited and the certificate duly examined.

Section 6. enacts that substituted flour and biscuit shall be subject to the warehousing laws, but shall not be taken out for home consumption.

Section 7. enacts that such substituted flour and biscuit shall not be re-imported.

Section 8. imposes penalties for depositing articles of inferior quality.

Section 9. enacts that the act shall continue till the 31st of August 1845.

3. TABLES SHOWING THE PRICES OF THE DIFFERENT SORTS OF GRAIN IN GREAT BRITAIN THE QUANTITIES IMPORTED AND EXPORTED, &c.

1. Account of the Prices of Middling or Mealing Wheat per Quarter at Windsor Market, as ascertained by the Audit-books of Eton College.

Years.	Prices of Wheat at Windsor 9 Gallons to the Bushel.	Prices of Wheat reduced to the Winchester Bushel of 8 Gallons.	Average of Ten Years according to the Winchester Bushel of 8 Gallons.	Years.	Prices of Wheat at Windsor 9 Gallons to the Bushel.	Prices of Wheat reduced to the Winchester Bushel of 8 Gallons.	Average of Ten Years according to the Winchester Bushel of 8 Gallons.	Years.	Prices of Wheat at Windsor 9 Gallons to the Bushel.	Prices of Wheat reduced to the Winchester Bushel of 8 Gallons.	Average of Ten Years according to the Winchester Bushel of 8 Gallons.
1646	£ s. d.	£ s. d.	£ s. d.	1707	£ s. d.	£ s. d.	£ s. d.	1767	£ s. d.	£ s. d.	£ s. d.
1647	2 8 0	2 2 8		1708	1 8 6	1 5 4		1768	3 4 6	2 17 4	
1648	4 5 0	3 15 6		1709	2 1 6	1 16 10 ¹ / ₂		1769	2 5 8	2 13 9 ¹ / ₂	
1649	4 0 0	3 11 1 ¹ / ₂		1710	3 18 0	3 9 9 ¹ / ₂		1770	2 9 0	2 3 6 ¹ / ₂	
1650	3 16 8	3 8 1 ¹ / ₂		1711	2 14 0	2 8 0		1771	2 17 0	2 10 8	
1651	3 13 4	3 5 2 ¹ / ₂		1712	2 11 0	2 1 2 ¹ / ₂		1772	3 6 0	2 18 8	
1652	2 9 6	2 4 0		1713	2 11 0	2 5 4		1773	3 6 6	2 19 1 ¹ / ₂	
1653	1 15 6	1 11 6 ¹ / ₂		1714	2 10 4	2 4 9		1774	3 2 0	2 15 1 ¹ / ₂	
1654	1 6 0	1 3 1 ¹ / ₂		1715	2 5 8	1 18 2 ¹ / ₂	2 4 2 ¹ / ₂	1775	2 17 8	2 11 3 ¹ / ₂	2 11 3 ¹ / ₂
1655	1 13 4	1 9 7 ¹ / ₂	2 11 7 ¹ / ₂	1716	2 8 0	2 2 8		1776	2 8 0	2 2 8	
1656	2 3 0	1 18 2 ¹ / ₂		1717	2 5 8	2 0 7 ¹ / ₂		1777	2 15 0	2 8 10 ¹ / ₂	
1657	2 6 8	2 1 5 ¹ / ₂		1718	1 18 10	1 14 6 ¹ / ₂		1778	2 9 6	2 4 0	
1658	3 5 0	2 17 9 ¹ / ₂		1719	1 15 0	1 11 1 ¹ / ₂		1779	2 9 6	1 16 1 ¹ / ₂	
1659	3 8 0	2 18 8		1720	1 17 0	1 12 10 ¹ / ₂		1780	2 8 6	2 3 1 ¹ / ₂	
1660	2 16 6	2 10 2 ¹ / ₂		1721	1 17 6	1 13 4		1781	2 19 0	2 12 5 ¹ / ₂	
1661	3 10 0	3 2 5 ¹ / ₂		1722	1 16 0	1 2 0		1782	3 0 6	2 13 9 ¹ / ₂	
1662	3 14 0	3 2 9 ¹ / ₂		1723	1 14 8	1 10 10 ¹ / ₂		1783	3 1 0	2 14 2 ¹ / ₂	
1663	2 17 0	2 10 8		1724	1 17 0	1 12 10 ¹ / ₂		1784	3 0 6	2 13 9 ¹ / ₂	
1664	2 0 6	1 16 0		1725	2 8 6	2 3 1 ¹ / ₂	1 15 4 ¹ / ₂	1785	2 14 0	2 8 0	
1665	2 9 4	2 3 10 ¹ / ₂	2 10 5 ¹ / ₂	1726	2 6 0	2 0 10 ¹ / ₂		1786	2 7 6	2 2 2 ¹ / ₂	
1666	1 15 0	1 12 0		1727	2 2 0	1 17 4		1787	2 11 6	2 5 9 ¹ / ₂	
1667	1 16 0	1 12 0		1728	2 14 6	2 8 5 ¹ / ₂		1788	2 15 6	2 9 4	
1668	2 0 0	1 15 6 ¹ / ₂		1729	2 6 10	2 1 7 ¹ / ₂		1789	3 3 2	2 16 1 ¹ / ₂	
1669	2 4 4	1 19 5		1730	1 16 6	1 12 5 ¹ / ₂		1790	3 3 2	2 16 1 ¹ / ₂	
1670	2 1 8	1 17 0 ¹ / ₂		1731	1 12 10	1 9 2 ¹ / ₂		1791	2 15 6	2 9 4	
1671	2 2 0	1 17 4		1732	1 6 8	1 3 8 ¹ / ₂		1792	-	2 13 0	
1672	2 1 0	1 16 5 ¹ / ₂		1733	1 8 4	1 5 2 ¹ / ₂		1793	-	2 15 8	
1673	2 6 8	2 1 5 ¹ / ₂		1734	1 18 10	1 14 6 ¹ / ₂	1 15 2	1794	-	2 14 0	
1674	3 8 8	3 1 0 ¹ / ₂		1735	2 3 0	1 18 2 ¹ / ₂		1795	-	4 1 6	2 14 3 ¹ / ₂
1675	3 14 8	2 17 5 ¹ / ₂	2 0 11 ¹ / ₂	1736	2 0 4	1 15 10 ¹ / ₂		1796	-	4 0 2	
1676	1 18 0	1 13 9 ¹ / ₂		1737	1 18 0	1 13 9 ¹ / ₂		1797	-	3 2 0	
1677	2 2 0	1 17 4		1738	1 15 6	1 11 6 ¹ / ₂		1798	-	3 14 0	
1678	2 19 0	2 12 5 ¹ / ₂		1739	1 18 6	1 14 2 ¹ / ₂		1799	-	3 15 8	
1679	3 0 0	2 13 4		1740	2 10 8	2 5 1 ¹ / ₂		1800	-	6 7 0	
1680	2 5 0	2 0 0		1741	2 6 8	2 1 5 ¹ / ₂		1801	-	6 8 6	
1681	2 6 8	2 1 5 ¹ / ₂		1742	1 14 0	1 10 2 ¹ / ₂		1802	-	3 7 2	
1682	2 4 4	1 19 1 ¹ / ₂		1743	1 4 10	1 2 1		1803	-	3 0 0	
1683	2 0 0	1 15 6 ¹ / ₂		1744	1 4 10	1 2 1		1804	-	3 9 6	
1684	2 4 0	1 19 1 ¹ / ₂		1745	1 7 6	1 4 5 ¹ / ₂	1 12 1	1805	-	4 8 0	4 1 2 ¹ / ₂
1685	2 6 8	2 1 5 ¹ / ₂	2 1 4 ¹ / ₂	1746	1 19 0	1 14 8		1806	-	4 3 0	
1686	1 14 0	1 10 2 ¹ / ₂		1747	1 14 10	1 10 11 ¹ / ₂		1807	-	3 18 0	
1687	1 5 2	1 2 4		1748	1 17 0	1 12 10 ¹ / ₂		1808	-	2 19 2	
1688	2 6 0	2 0 10 ¹ / ₂		1749	1 17 0	1 12 10 ¹ / ₂		1809	-	5 6 0	
1689	1 10 0	1 6 8		1750	1 12 6	1 8 10 ¹ / ₂		1810	-	5 12 0	
1690	1 14 8	1 10 9 ¹ / ₂		1751	1 18 6	1 14 2 ¹ / ₂		1811	-	5 8 0	
1691	1 14 0	1 10 2 ¹ / ₂		1752	2 1 10	1 17 2 ¹ / ₂		1812	-	6 8 0	
1692	2 6 8	2 1 5 ¹ / ₂		1753	2 4 8	1 19 8 ¹ / ₂		1813	-	6 0 0	
1693	3 7 8	3 0 1 ¹ / ₂		1754	1 14 8	1 10 9 ¹ / ₂		1814	-	4 5 0	
1694	3 4 0	2 16 10 ¹ / ₂		1755	1 13 10	1 10 1	1 1 2 ¹ / ₂	1815	-	3 16 0	4 17 6
1695	2 13 0	2 7 1 ¹ / ₂	1 19 6 ¹ / ₂	1756	2 5 2	2 0 1 ¹ / ₂		1816	-	4 2 0	
1696	3 11 0	3 3 1 ¹ / ₂		1757	3 0 0	2 13 4		1817	-	5 16 0	
1697	3 0 0	2 13 4		1758	2 10 0	2 4 5 ¹ / ₂		1818	-	4 18 0	
1698	3 8 4	3 0 9		1759	1 19 8	1 15 3		1819	-	3 18 0	
1699	3 4 0	2 16 10 ¹ / ₂		1760	1 16 6	1 12 5 ¹ / ₂		1820	-	3 16 0	
1700	2 0 0	1 15 6 ¹ / ₂		1761	1 10 2	1 6 9 ¹ / ₂		1821	-	3 11 0	
1701	1 17 8	1 13 5 ¹ / ₂		1762	1 19 0	1 14 8		1822	-	2 13 0	
1702	1 9 6	1 6 2 ¹ / ₂		1763	2 0 8	1 16 1 ¹ / ₂		1823	-	2 17 0	
1703	1 16 0	1 12 0		1764	2 6 8	2 1 5 ¹ / ₂		1824	-	3 12 0	
1704	2 6 6	2 1 4		1765	2 14 0	2 8 0	1 19 3 ¹ / ₂	1825	-	4 4 0	3 18 8 ¹ / ₂
1705	1 10 0	1 6 8	2 2 11	1766	2 8 6	2 3 1 ¹ / ₂		1826	-	3 13 0	
1706	1 6 0	1 3 1 ¹ / ₂									

The Eton Account of Prices commenced in 1595; the accuracy of the returns in the first years cannot, however, be so implicitly relied on, as those quoted above.—Bishop Fleetwood and Sir F. M. Eden have collected, with great industry, almost all the existing information respecting the state of prices in England during the last six hundred years.

* From this year, inclusive, the account at Eton College has been kept according to the bushel of 8 gallons, under the provision of the act 31 Geo. 3. c. 30. § 82.

CORN LAWS AND CORN TRADE.

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II. Account of the Average Prices of British Corn per Imperial Quarter, in England and Wales, since 1771, as ascertained by the Receiver of Corn Returns.

Years.	Wheat.			Barley.			Oats.			Rye.			Beans.			Peas.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1771	2	8	7	1	6	5	0	17	2	1	15	4	1	9	4			
1772	2	12	3	1	6	1	0	16	8	1	17	9	1	10	11			
1773	2	12	7	1	9	2	0	17	8	1	14	4	1	14	0			
1774	2	14	3	1	9	4	0	18	4	1	15	4	1	12	1			
1775	2	9	10	1	6	9	0	17	0	1	13	10	1	9	6			
1776	1	19	4	1	0	9	0	15	5	1	7	8	1	7	3			
1777	2	6	11	1	1	1	0	16	1	1	8	10	1	9	4			
1778	2	3	3	1	3	4	0	15	7	1	9	2	1	8	6			
1779	1	14	8	1	0	1	0	14	5	1	4	0	1	4	11			
1780	1	16	9	0	17	6	0	13	2	1	2	10	1	2	10			
1781	2	6	0	0	17	8	0	14	1	1	7	8	1	3	8			
1782	2	9	3	1	3	2	0	15	7	1	9	8	1	6	9			
1783	2	14	3	1	11	3	1	0	5	1	16	9	1	15	11			
1784	2	10	4	1	8	8	0	18	10	1	13	2	1	13	2			
1785	2	3	1	1	4	9	0	17	8	1	8	10	1	11	7			
1786	2	9	0	1	5	1	0	18	6	1	8	0	1	14	2			
1787	2	2	5	1	3	4	0	17	2	1	8	6	1	12	9			
1788	2	6	4	1	2	8	0	16	1	1	8	6	1	8	0			
1789	2	12	9	1	3	6	0	16	6	1	10	9	1	8	0			
1790	2	14	9	1	6	3	0	19	5	1	15	0	1	11	11			
1791	2	8	7	1	6	10	0	18	1	1	12	7	1	11	5	1	13	2
1792	2	3	0	-	-	-	0	16	9	1	9	10	1	11	7	1	12	4
1793	2	9	3	1	11	1	1	0	6	1	16	2	1	17	6	1	19	11
1794	2	12	3	1	11	9	1	1	3	1	17	5	1	19	3	2	8	5
1795	3	15	2	1	17	5	1	4	5									
1796	3	18	7	1	15	4	1	1	10									
1797	2	13	9	1	7	2	0	16	3									
1798	2	11	19	1	9	0	0	19	5									
1799	3	9	0	1	16	2	1	7	6									
1800	5	13	10	2	19	10	1	19	4									
1801	5	19	6	3	8	6	1	17	0									
1802	3	9	10	1	13	4	1	0	4									
1803	2	18	10	1	5	4	1	1	6									
1804	3	2	3	1	11	0	1	4	3									
1805	4	9	9	2	4	6	1	8	4									
1806	3	19	1	1	18	8	1	7	7									
1807	3	15	4	1	19	4	1	8	4									
1808	4	1	4	-	-	-	1	13	4									
1809	4	17	4	2	7	0	1	11	5									
1810	5	6	5	2	8	1	1	8	7	2	19	5	2	14	4	2	16	11
1811	4	15	3	2	2	3	1	7	7	2	8	4	2	9	4	2	13	11
1812	6	6	6	3	6	9	2	4	6	3	18	7	3	14	7	3	16	10
1813	5	9	9	2	18	6	1	18	6	3	11	11	3	16	4	4	1	11
1814	3	14	4	1	17	4	1	5	8	2	4	8	2	6	2	2	11	10
1815	3	5	7	1	10	3	1	3	7	1	18	1	1	16	2	1	19	4
1816	3	18	6	1	13	11	1	7	2	2	5	1	1	19	4	1	19	10
1817	4	16	11	2	9	4	1	12	5	2	18	3	2	11	7	2	13	4
1818	4	6	3	2	13	10	1	12	5	2	15	4	3	3	7	3	1	9
1819	3	14	6	2	5	9	1	8	2	2	9	6	2	14	1	2	16	1
1820	3	7	10	1	13	10	1	4	2	2	2	0	2	3	3	2	5	10
1821	2	16	1	1	6	0	0	19	6	1	12	0	1	10	1	1	12	8
1822	2	4	7	1	1	10	0	18	1	1	0	10	1	4	5	1	6	4
1823	2	13	4	1	11	6	1	2	11	1	11	10	1	13	1	1	14	11
1824	3	3	11	1	16	4	1	4	10	2	1	5	2	0	0	2	0	7
1825	3	8	6	2	0	0	1	5	8	2	2	3	2	2	9	2	5	4
1826	2	18	8	1	14	4	1	6	8	2	1	1	2	4	3	2	7	7
1827	2	18	6	1	17	7	1	8	2	2	0	2	2	9	0	2	9	0
1828	3	0	5	1	12	10	1	2	6	1	14	2	1	18	4	2	0	6
1829	3	6	3	1	12	6	1	2	9	1	14	10	1	16	8	1	16	8
1830	3	4	3	1	12	7	1	4	5	1	15	10	1	16	1	1	19	2
1831	3	6	4	1	18	0	1	5	4	2	0	0	1	19	10	2	1	11
1832	2	18	8	1	13	1	1	0	5	1	14	7	1	15	4	1	17	0
1833	2	12	11	1	7	6	0	18	5	1	12	11	1	13	2	1	16	5
1834	2	6	2	1	9	0	1	0	11	1	12	9	1	15	3	1	19	4
1835	1	19	4	1	9	11	1	2	0	1	10	4	1	16	11	1	16	6
1836	2	8	6	1	12	10	1	3	1	1	13	4	1	19	1	1	18	4
1837	2	15	10	1	10	4	1	3	1	1	14	9	1	18	7	1	17	6
1838	3	4	7	1	11	5	1	2	5	1	15	1	1	16	8	1	17	2
1839	3	10	8	1	19	6	1	5	11	2	2	0	2	1	3	2	1	2
1840	3	6	4	1	16	5	1	5	8	1	17	0	2	3	5	2	2	5
1841	3	4	4	1	12	10	1	2	5	1	16	9	1	19	10	2	0	4

N. B.—The Imperial bushel contains 2218.192 cubic inches, the Winchester bushel 2150.42 do., the former being about one thirty-secondth part larger than the latter.—(See BUSHEL, and WEIGHTS AND MEASURES.)

III. Account of the Average Prices of British Corn, per Imperial Quarter, from the 15th of July 1828, to the 29th April 1842, being the whole Period during which the act 9 Geo. 4. cap. 60. was in operation. (Parl. Paper, No. 511. Sess. 1842.)

Wheat.	Barley.	Oats.	Rye.
59s. 4d.	32s. 7d.	22s. 8d.	35s. 5d.

IV. — Current Prices of Grains, Seeds, &c. per Imperial Quarter. London, 23d of August, 1842.

British.		Per Quar-	Foreign.		Free	In Bond	
		ter.			Per Qr.	Per Qr.	
		£. s.			£. s.	£. s.	£. s.
Wheat, Essex, Kent, and Suffolk, old red	-	45 to 48	Wheat, Dantric and Königsberg,	-	50 to 56	42 to 48	
do. do. do. white	-	48 to 52	do. finest high mixed	-	48 to 50	40 to 42	
do. do. do. new red	-	54 to 56	do. good mixed	-	45 to 48	37 to 40	
do. do. do. white	-	56 to 60	do. red mixed	-	48 to 50	40 to 42	
Norfolk and Lincolnshire, old	-	40 to 48	do. Stettin	-	38 to 43	30 to 35	
Northumberland, Berwick, and Scot., do.	-	40 to 46	do. Danish	-	40 to 45	32 to 37	
Galway and Limerick, white and red	-	36 to 40	Hamburg and Pomeranian	-	44 to 46	36 to 38	
Cork and Youghal do.	-	36 to 40	Zealand and Brabant	-	38 to 42	30 to 34	
Dublin, Waterford, and Clonmel, do.	-	33 to 36	Odessa, soft	-	38 to 42		
Rye, new	-	31 to 32	Riga, Petersburg, and Lie-	-	36 to 38	28 to 30	
Barley, Kent, Essex, Norfolk, and Suffolk, new	-	28 to 30	bus, soft	-	44 to 46	36 to 38	
Lincolnshire, and Yorkshire	-	34 to 37	Archangel	-	46 to 50	38 to 42	
stained and grinding do.	-	42 to 48	Tuscan, red	-	50 to 52	42 to 44	
Scotch do.	-	40 to 45	Canada	-	31 to 36	22 to 27	
Malt, Essex, Norfolk, and Suffolk	-	17 to 22	Spanish, soft	-	28 to 34	18 to 20	
Oats, Norfolk, Cambridgeshire, Lin-	-	21 to 24	do. black or bran	-	26 to 28	19 to 20	
colnshire, and Yorkshire } feed	-	21 to 24	Indian corn	-	22 to 26		
do. do. } Poland	-	22 to 25	Rye, Baltic, dried	-	22 to 26	15 to 18	
Northumberland, Berwick, and } do. undried	-	21 to 24	Barley, Hamburg, Dantric, Königs-	-	22 to 26		
Scotch do. } potato	-	16 to 18	berg, and Riga, malting	-	21 to 23	14 to 16	
Devonshire, and West Country feed, or	-	16 to 18	do. grinding	-	18 to 22	12 to 18	
black	-	16 to 18	Danish do.	-	22 to 24	15 to 19	
Dundalk, Newry, and Belfast, potato,	-	16 to 20	do. Danish	-	19 to 20	12 to 14	
21s. to 22s. 6d. } feed	-	18 to 20	Friesland brew and thick	-	30 to 32	22 to 24	
Limerick, Sligo, and Westport, feed	-	14 to 17	Russian	-	28 to 30	20 to 26	
do. do. } potato	-	27 to 32	Beans, tick	-	25 to 27	18 to 20	
Cork, Waterford, Dublin, } black	-	27 to 32	do. small	-	24 to 30	16 to 18	
Youghal and Clonmel } white	-	29 to 33	Mediterranean	-	26 to 28	18 to 20	
Galway	-	29 to 33	Peas, white, bolting	-	26 to 28	18 to 20	
Beans, tick, new	-	32 to 36	grey or hog	-	25 to 27	18 to 20	
old	-	32 to 36	Tares (duty 10s.)	-	25 to 27	18 to 20	
harrow and small, new	-	32 to 36	Flour, Dantric, per barrel	-	26 to 27	19 to 20	
do. do. old	-	32 to 36	American, sour, do.	-	28 to 30	24 to 26	
Peas, bolting	-	32 to 36	do. sweet, do.	-	28 to 30	24 to 26	
hog, grey, and maple	-	32 to 36		-			
Tares	-	32 to 36		-			
Flour, English, per sack of 280 lbs.	-	45 to 50	Linseed, Russian, crushing (duty 1s. per	-	2 to 2	2 to 2	
do. do. fine	-	40 to 44	do. sowing, per barrel	-	2 to 2	2 to 2	
Scotch and North Country	-	40 to 44	Mediterranean, per quarter	-	2 to 2	2 to 2	
Irish	-	40 to 44	Rapeseed (duty 1s. per qr.), crushing, new,	-	25 to 26	0 to 0	
Linseed, crushing, per quarter	-	43 to 45	per last	-	25 to 26	0 to 0	
sowing, do.	-	46 to 50	Linseed cake (duty 2d. per cwt.), per ton	-	6 to 6	8 to 8	
Cloversseed, old English white, per cwt.	-	50 to 66	Rape cake (duty 2d. per cwt.) do.	-	5 to 5	6 to 6	
do. do. red	-	50 to 70	Cloversseed, red (duty 30s. per cwt.), per cwt.	-	2 to 2	3 to 3	
foreign white do.	-	48 to 58	white (duty 20s. per cwt.), do.	-	2 to 2	3 to 3	
do. red do.	-	50 to 70		-			
Rapeseed, crushing, new per last, 25L to 28L	-			-			
cake, per ton, 5L to 5L 5s.	-			-			

V. — Account of the Quantity of Wheat and Wheat Flour exported, and of Foreign Wheat and Wheat Flour imported, in the following Years (Winchester Measure).

Years.	Wheat and Flour exported.	Foreign Wheat and Flour imported.	Years.	Wheat and Flour exported.	Foreign Wheat and Flour imported.	Years.	Wheat and Flour exported.	Foreign Wheat and Flour imported.
England.	Qrs.	Qrs.	England.	Qrs.	Qrs.	Gt. Britain.	Qrs.	Qrs.
1687	14,699	400	1733	302,058	1765	164,339	1,020	
1697	6,857	845	1733	327,199	7	5,071	497,905	
1699	557	486	1734	498,196	6	7,433	349,268	
1700	49,056	5	1735	153,343	9	1769	49,892	4,378
1701	98,324	1	1736	118,170	16	1770	75,449	34
1702	90,230		1737	461,602	32	1771	10,089	2,510
1703	166,615	50	1738	580,596	2	1772	6,599	25,474
1704	97,313	2	1739	279,542	5,423	1773	7,637	56,857
1705	96,185		1740	54,390	7,568	1774	16,928	289,149
1706	188,332	77	1741	45,417	40	1775	91,037	560,988
1707	74,155		1742	293,260	1	1776	210,654	20,578
1708	83,405	86	1743	371,431	2	1777	57,686	233,323
1709	169,680	1,552	1744	231,984	2	1778	141,070	106,294
1710	13,924	400	1745	324,839	6	1779	222,261	5,039
1711	76,949		1746	130,646		1780	224,059	3,915
1712	145,191		1747	266,907		1781	103,021	159,865
1713	176,227		1748	543,387	385	1782	145,152	80,695
1714	174,821	16	1749	629,049	382	1783	51,943	584,183
1715	166,490		1750	947,602	279	1784	89,288	216,947
1716	74,226		1751	661,416	3	1785	132,685	110,863
1717	22,954		1752	429,379		1786	205,466	51,463
1718	71,600		1753	299,609		1787	120,536	59,339
1719	127,762	20	1754	356,270	201	1788	82,971	148,710
1720	83,084		Gr. Britain.			1789	140,014	112,656
1721	81,633		1755	237,466		1790	30,892	222,557
1722	178,880		1756	102,732	5	1791	70,626	469,056
1723	157,730		1757	11,545	141,562	1792	300,278	622,417
1724	245,865	148	1758	9,234	20,353	1793	76,629	490,396
1725	204,413	12	1759	227,641	162	1794	155,048	327,902
1726	142,183		1760	393,614	3	1795	18,839	313,793
1727	30,315		1761	441,966		1796	24,679	879,200
1728	3,817	74,574	1762	296,385	56	1797	54,525	461,767
1729	18,993	40,315	1763	429,538	72	1798	59,782	396,721
1730	93,971	76	1764	396,887	1	1799	39,362	463,185
1731	130,025	400	1765	167,126	104,547	1800	22,013	1,264,520

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VI. Account of the Quantities of Grain, Flour, Meal, and Malt of Irish Growth, annually imported into Great Britain from Ireland, from 1800 to 1841, both inclusive.

Years.	Wheat and Wheat Flour.	Barley, including Bear or Bugg.	Oats and Oatmeal.	Rye.	Peas.	Beans.	Malt.	Total.
	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>
1800	749	78	2,411	-	-	-	-	3,238
1801	180	-	375	-	-	-	-	525
1802	108,751	7,116	341,151	282	113	1,555	2,303	461,371
1803	61,267	12,873	266,359	753	611	1,533	25	343,547
1804	70,071	2,521	240,022	206	1,078	3,090	-	316,958
1805	84,087	15,556	203,302	235	1,634	2,010	-	366,924
1806	102,276	3,237	357,077	330	1,389	2,361	-	466,760
1807	44,900	23,048	389,649	431	1,390	3,777	-	463,195
1808	43,497	30,586	579,974	573	75	2,065	-	656,770
1809	66,944	16,619	845,783	425	38	2,669	-	932,478
1810	126,388	6,521	492,741	20	216	3,541	-	631,227
1811	147,245	2,713	275,757	21	50	4,081	-	429,867
1812	158,352	43,138	390,629	178	51	5,008	-	597,356
1813	217,154	63,860	691,498	420	77	4,455	-	977,164
1814	225,478	16,779	564,010	4	460	5,731	-	821,462
1815	189,544	27,108	597,537	207	425	5,571	-	831,192
1816	121,631	62,254	683,714	43	223	5,984	-	873,865
1817	55,481	26,766	611,117	-	12	2,275	-	695,651
1818	105,179	25,387	1,069,385	4	10	4,768	-	1,304,733
1819	153,850	20,311	789,613	2	-	3,904	-	967,680
1820	403,407	87,095	916,251	134	439	8,396	-	1,415,722
1821	569,700	82,884	1,162,249	550	2,474	4,959	-	1,822,816
1822	463,004	22,532	569,237	353	728	7,235	-	1,063,089
1823	400,068	19,274	1,102,487	198	586	5,540	-	1,528,153
1824	356,384	44,699	1,225,085	112	756	5,791	1,173	1,634,000
1825	396,018	154,256	1,629,856	220	1,431	11,355	10,826	2,203,962
1826	314,851	64,885	1,303,734	77	1,452	7,190	1,203	1,693,392
1827	405,235	67,791	1,343,267	256	1,382	10,037	572	1,828,460
1828	652,584	84,294	2,075,631	1,424	4,826	7,068	833	2,825,590
1829	519,017	97,140	1,673,628	568	4,435	10,445	2,011	2,367,344
1830	529,717	189,745	1,471,252	414	2,520	19,053	2,830	2,215,521
1831	557,498	185,409	1,655,701	515	4,142	15,029	10,888	2,429,182
1832	790,293	123,639	2,051,867	294	1,915	14,530	8,229	2,990,767
1833	844,211	101,767	1,762,520	166	2,646	19,114	7,017	2,737,441
1834	779,505	217,855	1,769,593	983	2,176	18,771	3,865	2,792,658
1835	661,776	156,242	1,822,767	614	3,447	24,235	10,357	2,679,438
1836	598,757	184,156	2,132,138	483	2,920	17,604	22,214	2,958,272
1837	534,465	187,473	2,274,675	1,036	60	25,630	4,174	3,030,293
1838	542,583	156,467	2,742,807	628	5,232	21,584	5,001	3,474,302
1839	258,331	61,676	1,904,933	2,331	1,484	11,535	2,861	2,243,151
1840	174,439	95,954	2,037,835	122	1,403	14,573	3,456	2,327,782
1841	218,708	75,668	2,539,380	172	855	15,907	4,935	2,855,525

VII. Account of the Quantities of Wheat imported into the U. Kingdom during each of the Twelve Years ending with 1840, exhibiting the Quantity brought from each Country; and exhibiting, also, the Total Imports of Wheat Flour during each of the above Years.

Countries.	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.
	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>
Russia	336,387	235,302	464,901	91,200	18,656	-	-	10,36	11,244	41,339	371,693	208,263
Sweden	16,543	9,937	71	-	557	1	-	-	251	-	392	2
Norway	425	-	-	-	-	-	-	-	-	-	260	-
Denmark	82,910	88,032	55,960	35,548	7,958	11,732	9,758	1,0258	18,240	111,499	196,730	150,551
Prussia	335,206	517,844	298,605	119,530	87,903	29,826	5,226	100,199	315,121	550,826	740,203	800,508
Germany	306,691	364,961	219,773	45,046	49,421	42,770	11,577	51,562	87,663	312,448	408,729	364,555
Holland	-	-	-	-	276	-	-	3,984	10,711	82,010	116,480	50,612
Belgium	144,459	76,711	30,249	-	-	-	111	-	420	17,296	25,141	7,627
France	45,916	15,219	101,075	475	692	-	-	-	746	55,190	278,152	48,550
Portugal, Proper	-	-	-	-	-	-	2,158	1,593	-	15	26,592	1,396
Azores	-	1,141	46	-	-	-	-	-	-	-	1,551	-
Madeira	-	-	-	-	-	-	-	-	-	-	616	-
Spain, and the Balearic Islands	145,156	59,493	146,154	1,763	-	1	6	-	1	421	17,741	46,939
Spain, and the Canaries	-	-	1,082	-	41	-	-	-	-	-	4,573	1
Gibraltar	-	-	-	-	-	-	-	-	-	-	-	-
Italy, and the Italian Islands	75,603	28,612	253,059	2,501	6	1	1	4	4,483	30,264	335,612	149,328
Malta	65	7,268	13,539	-	-	-	-	-	6,390	16,570	1,544	-
Ionian Islands	-	-	1,062	-	-	-	-	-	-	5,770	15,298	1,960
Turkey	-	-	7,383	10	-	-	-	-	257	5,150	45,740	4,802
Egypt	6,951	-	-	-	-	-	-	-	-	800	1,729	2,874
Tripoli, Tunis, Algiers, and Morocco	-	-	-	-	-	-	-	-	-	-	-	-
Cape of Good Hope	4,805	-	2,178	1,642	-	1,616	1,107	1	-	-	5,360	-
Mauritius	608	-	-	-	-	-	-	-	-	-	3	-
East India Company's Territories and Ceylon	49	656	1,568	945	2,696	471	536	-	310	-	2	-
British Settlements in Australia	-	-	45	25	792	1,766	1	1	-	-	-	2
British North American Colonies	4,055	58,963	190,796	89,516	79,410	44,907	14,326	-	-	-	27	8,192
United States of America	-	6,086	42,756	6,286	-	-	-	-	-	555	3,765	73,755
Chili	577	-	140	180	-	-	1	8	-	-	-	91
Peru	-	-	-	-	-	-	-	-	-	-	-	12,253
Isles of Guernsey, Jersey, Alderney and Man (foreign goods)	-	-	-	-	-	-	-	-	-	-	-	-
Total	1,544,969	1,475,514	1,836,529	391,417	248,171	133,091	42,628	168,647	455,871	1,241,460	2,634,656	1,993,385
Total of flour and wheatmeal in cwts.	461,895	707,082	1,656,059	194,896	172,877	151,306	84,969	255,831	364,248	456,739	845,046	1,538,888

VIII. Account showing the Quantities of the different Varieties of Foreign and Colonial Grain entered for Consumption in the U. Kingdom in each of the Twelve Years ending with 1841, with the Total Quantities so entered, and the Annual Entries at an Average of the above Period. (Compiled from the *Parl. Paper*, No. 18. sess. 1842.)

Years.	Wheat and Flour.	Barley.	Oats and Oatmeal.	Rye.	Peas.	Beans.	Total entered.
	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>
1830	1,727,847	48,505	904,472	19,189	44,507	18,697	2,763,217
1831	1,506,740	514,610	355,492	56,203	57,977	17,678	2,508,700
1832	376,755	77,988	3,082	60	16,595	7,439	481,919
1833	84,036	1,226	975	1	18,092	6,028	110,358
1834	64,974	11,071	55,620	22	57,702	44,565	233,365
1835	28,554	136,853	176,142	3	25,184	69,824	436,560
1836	30,107	110,021	97,197	18	80,998	87,796	406,067
1837	244,272	47,475	334,024	19,576	87,615	109,076	842,038
1838	1,848,475	8,192	11,072	2,517	11,618	54,240	1,936,114
1839	2,711,723	594,301	862,789	152,182	170,270	123,597	4,615,262
1840	2,401,436	619,801	517,052	1,857	159,457	129,517	3,829,120
1841	2,547,808	222,837	27,918	518	132,857	267,697	3,299,635
Totals -	13,672,727	2,392,880	3,345,835	252,546	862,802	936,155	21,462,945
Average annual entries for consumption	1,139,393 $\frac{1}{3}$	199,406 $\frac{2}{3}$	278,819 $\frac{7}{12}$	21,045 $\frac{5}{12}$	71,900 $\frac{2}{12}$	78,012 $\frac{1}{3}$	1,788,578 $\frac{2}{3}$

IX. Account of the Total Quantities of Foreign and Colonial Wheat and other Grain and Pulse, entered for Consumption in the U. Kingdom, from the time that the Act 9 Geo. IV. cap. 60. came into operation to the 5th of January, 1842; exhibiting also the Total Amount of Duty paid upon each Species of Corn and Pulse and the Average Rate of Duty during the whole Period.

Foreign Corn, Meal and Flour.				Corn, Meal and Flour, the Produce of, and imported from, British Possessions out of Europe.			
	Quantities charged with Duty for Home Consumption, under Act 9 G. 4. c. 60. from the passing of the Act (15th July, 1829) to the 5th January, 1842.	Amount of Duty received thereon.	Rates of Duty, taken on the Average of the whole period.		Quantities charged with Duty for Home Consumption, under Act 9 G. 4. c. 60. from the passing of the Act (15th July, 1829) to the 5th January, 1842.	Amount of Duty received thereon.	Rates of Duty, taken on the Average of the whole period.
	<i>Qrs.</i>				<i>Qrs.</i>		
Wheat - -	13,555,471	3,779,417	<i>s. d.</i> 5 7		589,012	104,639	<i>s. d.</i> 3 7
Barley - -	2,826,397	659,569	4 8		839	89	2 1
Oats - -	3,534,627	1,137,940	6 5		9,060	303	0 8
Rye - -	319,842	49,195	3 1				
Peas - -	919,227	266,374	5 10		25,872	1,786	1 5
Beans - -	1,071,369	371,698	6 11		57	1	0 6
Indian corn - -	140,164	26,940	3 10		8,365	456	1 1
Buckwheat - -	40,024	12,357	6 2				
	<i>Cwts.</i>		<i>Per Cwt.</i>		<i>Cwts.</i>		<i>Per Cwt.</i>
Wheat, meal and flour - -	4,303,981	428,083	<i>s. d.</i> 2 0		1,704,528	81,479	<i>s. d.</i> 0 11
Oatmeal - -	1,422	253	3 7		18,877	932	1 0

IV. FOREIGN CORN TRADE.

Polish Corn Trade.—Dantzic is the port whence we have hitherto always derived the largest portion of our supplies in deficient seasons; and as it is most probable that our principal importations will continue to be drawn from the same source, it becomes peculiarly important to ascertain the cost of wheat in Dantzic, and the expense of its importation into this country.

According to the data collected by Mr. Jacob in his reports on the agriculture and corn trade of the north of Europe, the ordinary price of wheat at Dantzic free on board would amount to about 40s. a quarter, made up as follows:—

Cost of wheat at Warsaw	25s. 0d.	per quarter.
Conveyance to the boats, and charges for loading and stowing, and securing it with mats	0 6	—
Freight to Dantzic	5 0	—
Loss on the passage by pilfering, rain, &c.	5 0	—
Expenses at Dantzic in turning, drying, screening, warehousing, and loss of measure	2 0	—
Profit or commission, as the case may be, to the merchant in Dantzic	1 6	—
Cost at Dantzic, exclusive of shipping charges, which amount to about 10d. a quarter	40 0	—

Now, if to this we add 12s. or 13s. a quarter for the expense of importing the wheat into England, including the profit of the importer, it is plain that it could not, supposing Mr. Jacob's estimate of the cost to be nearly accurate, be sold in London, even without any duty for less than 52s. or 54s. a quarter.

It has, no doubt, been alleged that the cost of wheat in Dantzic is overrated in the above estimate; and in seasons when there is little or no demand for corn from abroad, this allegation is certainly well founded. But this estimate is not meant to apply to such years, but to those when there is some considerable foreign demand; and whenever this is the case, it will be found, that though some of the items which go to make up the cost may be erroneous, the result is nearly correct; and that there are

really no good grounds for supposing that corn could, in the seasons in question, be shipped from Dantzic for less than about 40s. a quarter.

Mr. Grade, of Dantzic, furnished the Agricultural Committee of 1831 with the following Table of the average prices of corn in that city, free on board, in decennial periods from 1770 to 1820.

Average Price, from Ten to Ten Years, of the different Species of Corn, free on board, per Quarter, in Sterling Money, at Dantzic.

	Wheat.	Rye.	Barley.	Oats.
	s. d.	s. d.	s. d.	s. d.
From 1770 to 1779	33 9	21 8	16 1	11 1
1780 — 1789	33 10	22 1	17 11	12 4
1790 — 1799	43 8	26 3	19 8	12 6
1800 — 1809	60 0	24 10	25 1	13 1
1810 — 1819	55 4	31 1	26 0	20 4
Aggregate Average Price of 49 Years	45 4	27 2	20 10	13 10

It appears from this table that at an average of the 20 years ending with 1819, the price of corn in Dantzic was no less than 57s. 8d. a quarter! This, however, would not be a fair test of the price of wheat in Dantzic under ordinary circumstances, as it was powerfully influenced by the scarcity and high price in this country in 1800 and 1801, and by the extreme high prices that prevailed during the latter years of the war, and the obstructions which it threw in the way of agriculture, and of the conveyance of corn to Dantzic. But the prices of wheat at this great emporium have not latterly been subject to any such disturbing influences. The countries whence Dantzic draws her supplies of corn have enjoyed uninterrupted tranquillity during the last 10 years; and though during some of these years we have made large importations, we have hardly, in a still greater number, brought away a single bushel of corn; so that the average prices of this period may be taken as pretty correctly representing the prices of corn in Dantzic in seasons when the export is rather under a medium.

Account exhibiting the Lowest, the Highest, and the Average Prices of Wheat in Dantzic in Sterling Money, per Imperial Quarter, in each of the eleven Years, from 1831 to 1841, both inclusive, with the Averages for the whole Period.

Years.	Lowest Prices per Quarter.	Highest Prices per Quarter.	Average Prices per Quarter.	Years.	Lowest Prices per Quarter.	Highest Prices per Quarter.	Average Prices per Quarter.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1831	41 1	51 6	46 3½	1839	51 9	61 1	46 5
1832	32 5	43 7	38 0	1840	39 0	62 9	50 10½
1833	22 5	32 9	30 7	1841	45 9	57 0	51 4½
1834	25 1	29 11	27 6	Average of 11 Years from 1831 to 1841	30 8½	45 2	57 11
1835	21 0½	26 3½	23 8				
1836	22 5	25 7	23 11				
1837	24 9	24 8½	22 8				
1838	26 6½	61 9	44 1½				

It appears from this table that the average price of wheat in Dantzic during the 11 years ending with 1841 was 37s. 11d. a quarter; making, with the addition of 10d. a quarter for shipping charges, its average price free on board, 38s. 9d. a quarter. Now, if to this last sum we add 12s. or 13s. for the expense of its importation and delivery to the millers in London, it is plain, judging from the experience of the last 11 years, that the average cost of Dantzic wheat in England, independent of duty, may be estimated, in round numbers, at from 51s. to 52s. a quarter.

It is material, however, to bear in mind that no very large quantity could be shipped at the above prices. They represent only average years; and whenever there is any unusual demand for corn, or when from 150,000 to 300,000 quarters are wanted for this country, the price immediately rises, as seen above, to from 45s. to 50s. a quarter, and upwards.

That the charges on importation into England, warehousing here, and then delivering to the millers, exclusive of duty and profit, would amount to about 10s. a quarter, appears from the following statements * : —

Account of the Ordinary Charges on 100 Quarters of Wheat, shipped from Dantzic on Consignment, and landed under Bond in London. — (*Parl. Paper*, No. 333. Sess. 1827. p. 28.)

	£ s. d.	£ s. d.
One hundred quarters, supposed cost at Dantzic, free on board, 30s.	- - -	150 0 0
Freight at 5s. per quarter, and 10 per cent.	27 10 0	- - -
Metage ex ship, &c., 6s. 6d. per last	3 5 0	- - -
Lighterage and landing, 9d. per quarter	3 15 0	- - -
Insurance on 180s., including 10 per cent. imaginary profit, at 80s. } per cent.; policy 5s. per cent.	7 14 0	- - -
Granary rent and insurance for one week	0 5 0	- - -
Turning and trimming, about	0 2 0	- - -
Delivering from granary, 8d. per quarter	1 5 0	- - -
Metage, &c. ex granary, 2s. per last	1 0 0	- - -
Commission on sale, 1s. per quarter	5 0 0	- - -
Del credere, 1 per cent. on, suppose, 40s.	2 0 0	- - -
		51 16 0
Total cost to importer if sold in bond		201 16 0
Imaginary profit, 10 per cent.		20 3 6
		221 19 6
Would produce, at 44s. 4d. per quarter,		£221 13 4

N. B. — Loss on remeasuring not considered.

Freight and insurance are taken in this statement at an average, being sometimes higher and sometimes lower.

* The first of the following statements was furnished by Messrs. Richard Birkett and Sons to the Lords' Committee of 1827, on the price of foreign corn. The other statement was obligingly furnished by Mr. Irvine, corn factor, in 1841.

Account of the Ordinary Charges on 100 Quarters of Wheat imported from Dantzic, for Sale on Consignment in London, in May, 1841.

	£ s. d.	£ s. d.
One hundred quarters fine high mixed wheat, weighing about 61 lbs. per bushel, would cost 40s. per quarter		200 0 0
Sound dues, 6d. per quarter	2 10 0	
Freight, at present, 3s. 3d., but, on an average, supposed 4s. 6d.	22 10 0	
Insurance 12s. 6d. per cent., but, on an average, 20s.	£2 5 0	
Policy, 2s. 6d.	0 7 6	
Metage and dues ex ship, 6s. 8d. per ten quarters	£ 12 6	
Lighterage and landing, 3d.	3 6 8	
Granary rent and fire insurance for three weeks, at 5s. per one hundred quarters per week	3 15 0	
Turning and trimming, same period	0 15 0	
Seller's metage ex granary, 2s. per ten quarters	0 4 6	
Delivering from granary, 3d.	1 0 0	
Commission or factorage on sale, 1s. per quarter	1 5 0	
Del credere, 1 per cent. (on 58s.), 27s.	5 0 0	
	2 15 0	
		45 13 8
		245 13 8

According to this statement, the cost of importation would be 9s. 1½d. per quarter; but to this has to be added an allowance for waste, and 2s. 6d. or 3s. a quarter for profit, which would raise the cost to about 12s. 6d. or 13s. a quarter.

We are well convinced that it is not possible successfully to controvert any portion of these statements; and such being the case we are entitled to say that nothing can be more perfectly unfounded than the notions so prevalent in this country as to the extreme cheapness of corn in Dantzic. The truth is, that no considerable quantity of corn can be derived from her without resorting to Galicia and other provinces from 500 to 700 miles inland. The corn is thence conveyed to the city in boats suited to the navigation of the rivers; but, owing to the uncertain supply of water in the latter, the communication is sometimes entirely broken off, and it is always very tedious and expensive. In proof of this, we may mention that, in November, 1838, when wheat sold in Dantzic for 41s. 6d. a quarter, it was selling in Lemberg, the principal corn market of Galicia, for 15s.; the difference, amounting to 26s. 6d., being the measure of the cost and risk of conveyance from Lemberg to Dantzic! It is, in fact, quite nugatory to suppose that any large supplies should be furnished by Dantzic, were the shipping price under 40s. or 45s. But, supposing that we could in ordinary years ship considerable supplies even for 35s., still it is plain it could not be sold in London under a low duty of 5s. or 7s., for less than 53s. or 55s. a quarter.

It is difficult to draw any conclusions on which it would be safe to place much reliance as to the supplies of corn that might be obtained from Dantzic, were our ports constantly open under a reasonable duty. Mr. Jacob gives the following

Account of the Total annual Average Quantity of Wheat and Rye exported from Dantzic, in Periods of 25 Years each, for the 166 Years ending with 1825.

Years.	Wheat. Quarters.	Rye. Quarters.	Total. Quarters.
1651 to 1675	81,775	225,313	307,087
1676 — 1700	124,897	227,483	352,379
1701 — 1725	59,795	170,100	229,895
1726 — 1750	80,624	119,771	200,395
1751 — 1775	141,080	208,140	349,220
1776 — 1800	150,299	103,045	253,344
1801 — 1825	200,230	67,511	267,741

"The average of the whole period," Mr. Jacob observes, "gives an annual quantity of wheat and rye of 279,794 quarters; and this surplus may be fairly considered as the nearest approach that can be made, with existing materials, to what is the usual excess of the produce of bread corn above the consumption of the inhabitants, when no extraordinary circumstances occur to excite or check cultivation."—(*Report*, p. 49.)

We incline, however, to think that Mr. Jacob has underrated the capabilities of improvement of the countries traversed by the Vistula, the Bug, &c., and that were our ports open under a fixed duty of 5s. or 7s. a quarter on wheat, and other grain in proportion, we might, supposing our average prices not to fall below 50s. or 55s. a quarter, reckon upon getting from Dantzic an annual supply of from 350,000 to 450,000 quarters. It should, however, be observed, that Mr. Meek, who visited the N. of Europe in the latter part of 1841 and early in 1842, concurs with Mr. Jacob in thinking it improbable that any increase of exportation would take place from Dantzic under any modification of our corn laws. (*Parl. Paper*, No. 7. sess. 1842, p. 31.) But it is difficult to believe that such should be the case. Hitherto, owing to the fluctuating and capricious nature of our demand, it has proved of little advantage to the Polish cultivators; and but little corn has been raised in the expectation of its finding its way to England. But it might be quite another thing were our ports always open. The

supply of our markets might, under such circumstances, be an object of importance to the Polish agriculturists; and if so, there can be little doubt, they would endeavour to extend and improve their tillage, and the means of bringing corn to market. At the same time, however, nothing positive can be stated on the subject, inasmuch as the stimulus given to Polish agriculture by any change in our corn laws would wholly depend on the extent of our demand; and if, as we apprehend would be the case, it should, in ordinary seasons, be much more limited than is commonly supposed, it would have comparatively little influence. We subjoin an

Account exhibiting the Quantities of the different Varieties of Corn and the Quantities of Flour shipped from Dantzie during each of the Seven Years ending with 1840, with the Prices of Wheat in Dantzie during the same Period.

Years.	Wheat.	Rye.	Barley.	Oats.	Flour.	Average Price of Wheat.		
	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Barrels.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
1834	71,043	24,811	325	1,522	33,863	1	7	6
1835	45,129	13,960	95	2,898	28,392	1	3	8
1836	129,035	70,812	7,317	7,224	58,891	1	8	11
1837	314,601	109,989	2,557	8,085	67,612	1	9	8½
1838	458,440	31,290	2,509	1,206	75,274	2	4	1½
1839	419,085	134,253	65,919	8,379	45,251	2	6	5
1840	496,776	131,880	37,054	2,735	21,809	2	10	10½
Totals	1,934,079	511,895	117,597	31,749	334,092	1	17	10½

Quality of Dantzie Wheat. — The price of wheat at Dantzie is usually about 7s. a quarter above its average price at Hamburg, and about 2s. above the average of Amsterdam. This difference is entirely owing to the superior quality of the Dantzie wheat. Though small grained, and not so heavy as several other sorts, it is remarkably thin-skinned, and yields the finest flour. Some of the best white, or, as it is technically termed, "high mixed" Dantzie wheat, is superior to the very best English; but the quantity of this sort is but limited, and the average quality of all that is exported from Dantzie is believed to approach very nearly to the average quality of English wheat. Allowing for its superior quality, it will be found that wheat is, speaking generally, always cheaper in Dantzie than in any of the Continental ports nearer to London. There are but few seasons, indeed, in which Dantzie wheat is not largely imported into Amsterdam; and it frequently, also, finds its way into Hamburg. But it is quite impossible that such should be the case, unless, taking quality and other modifying circumstances into account, it were really cheaper than the native and other wheats met with in these markets. When there is any considerable importation into England, it is of every-day occurrence for merchants to order Dantzie wheat in preference to that of Holstein, or of the Lower Elbe, though the latter might frequently be put into warehouse here for 20s. a quarter less than the former! It is, therefore, quite indispensable, in attempting to draw any inferences as to the comparative prices of corn in different countries, to make the requisite allowances for differences of quality. Unless this be done, whatever conclusions may be come to can hardly fail of being false and misleading; and when they happen to be right, they can only be so through the merest accident.

Dantzie being by far the greatest port for the exportation of corn in the north of Europe, its price may be assumed as the general measure of the price in other shipping ports. At all events, it is certain that when Dantzie is exporting, wheat cannot be shipped, taking quality into account, at a cheaper rate from any other place. The importer invariably resorts to what he believes to be, all things considered, the cheapest market; and it is a contradiction and an absurdity to suppose that he should burden himself with a comparatively high freight, and other charges for wheat in Dantzie, provided he could buy an equally good article in so convenient a port as Hamburg at the same or a lower price.

If, therefore, we are right in estimating the lowest price at which wheat could be imported from Dantzie under a duty of 5s. or 7s., at from 53s. to 55s., we may be assured that this is the lowest importation price. The greater cheapness of the imports from other places is apparent only; and is uniformly countervailed by a corresponding inferiority of quality. — (For further details as to the Polish corn trade, see DANTZIE, KÖNIGSBERG, &c.)

Russian Corn Trade. — Russia exports large quantities of wheat, rye, oats, and meal. The wheat is of various qualities; but the greater portion of it is small-grained, coarse, brown, and very badly dressed. The hard, or Kubanka, is the best; it keeps well, and is in considerable demand for mixing with other wheats that are old or stale. Russian oats are very thin; but, being dried in the straw, they weigh better than could be expected from their appearance, and are reckoned wholesome food. Our imports from Russia in 1839 were unusually large, she having supplied us with no fewer than

371,693 quarters wheat, 316,823 do. oats, and 14,000 do. rye. Generally, however, our imports do not exceed a fifth part of this quantity. — (The reader will find notices of the Russian corn trade under the articles *ARCHANGEL*, *PETERSBURGH*, and *RIGA*. For an account of the corn trade by the Black Sea, see *post*, and the article *ODESSA*.)

Danish Corn Trade. — The export of wheat from Denmark Proper, that is, from Jutland and the islands, is but inconsiderable. There is, however, a pretty large exportation of wheat and other grain, as well as of butter, cheese, beef, &c., from Sleswick and Holstein. As already stated, the quality of the wheat is inferior; for, though it looks plump, it is coarse and damp. The chief shipping port for Danish corn is Kiel; but, owing to the superior facilities enjoyed by Hamburg, the greater portion of it is consigned to that city. In 1839 we imported from Denmark 196,730 quarters wheat, 210,134 do. barley, 46,235 do. oats, and 16,460 do. rye. — (For an account of the exports of raw produce from Denmark, see *COPENHAGEN*.)

Corn Trade of the Elbe, &c. — Next to Dantzic, Hamburg is, perhaps, the greatest corn market in the north of Europe, being a dépôt for large quantities of Baltic corn, and for the produce of the extensive countries traversed by the Elbe. The exports of wheat from Hamburg amounted, as seen below, at an average of the 11 years ending with 1841, to 210,871 quarters a year. The price of wheat, as already stated, is frequently less in Hamburg than in Dantzic; but this lowness of price is altogether ascribable to the inferiority of the Holstein and Hanover wheats, which are generally met with in great abundance in Hamburg. Wheat from the Upper Elbe is of a better quality. Bohemian wheat is occasionally forwarded by the river to Hamburg; but the charges attending its conveyance from Prague amount to full 15s. a quarter, and prevent its being sent down, except when the price is comparatively high. In 1841, the shipments of wheat from Hamburg amounted to 507,400 quarters, of which 460,900 were for England. Perhaps we might be able, did our prices average about 55s., to import in ordinary years from 350,000 to 450,000 quarters of wheat from Denmark and the countries intersected by the Weser and the Elbe.

Account of the Exports of the various Descriptions of Corn from Hamburg during each of the Eleven Years ending with 1841.

Years.	Wheat.	Rye.	Barley.	Oats.	Pens.	Beans.	Malt.	Back Wheat.	Rape Seed.	Tares.
	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>
1831	220,697	73,393	80,660	6,426	759	154	302	23	371	153
1832	159,082	32,418	9,213	14,605	75	53	186	37	1,294	72
1833	95,447	29,518	9,100	3,662	671	258	109	284	1,092	85
1834	68,113	24,276	7,530	5,528	994	603	154	21	568	178
1835	40,631	19,508	8,594	5,812	198	315	91	23	1,242	304
1836	101,180	26,537	34,932	8,076	1,097	185	121	179	2,322	142
1837	110,178	37,730	21,510	6,085	616	556	69	26	1,618	150
1838	276,901	34,833	8,679	4,697	622	91	101	17	2,165	91
1839	379,401	43,256	32,816	8,110	968	445	113	133	618	147
1840	380,550	34,875	33,146	19,257	1,596	267	189	127	441	473
1841	507,400	61,600	43,400	5,600	13,700	1,900			15,400	15,000

Average Exports of Wheat for the above 11 Years, 210,871 $\frac{1}{10}$ quarters.

N. B. The Hamburg last is equal to about 11·2 imperial quarters.

Amsterdam is an important dépôt for foreign corn, every variety of which may be found there. Only a small part of its consumption is supplied by corn of native growth; so that the prices in it are for the most part dependent on those at which corn can be brought from Dantzic, Kiel, Hamburg, and other shipping ports. During 1840, they fluctuated from 35s. to 58s. a quarter. The corn trade of Holland was formerly conducted under a fixed duty; but in 1836 a law was enacted which imposes duties on exportation and importation which vary with the price. We subjoin

A Statement of the existing Duties on the Importation, Exportation, and Transit of Wheat in Holland.

When the Average Price is			The Import Duty is		The Export is		The Transit duty is	
	<i>Per Last</i>	<i>Per Quarter.</i>	<i>Per Last.</i>	<i>Per Qr.</i>	<i>Per Last.</i>	<i>Per Qr.</i>	<i>Per Last.</i>	<i>Per Qr.</i>
Above	270 fl. or 42s. 10d.		7·50 fl. or	1s. 2d.	15 fl. or 2s. 4d.		5 fl. or 5d.	
From 270 fl. and above	240 fl. — 42s. 10d. to 38s. 1d.		15 fl. —	2s. 4d.	Free.		5 fl. —	5d.
240 fl. —	210 fl. — 38s. 1d. to 35s. 4d.		30 fl. —	4s. 9d.			3 fl. —	5d.
210 fl. —	180 fl. — 35s. 4d. to 32s. 7d.		45 fl. —	7s. 1d.			3 fl. —	5d.
180 fl. —	165 fl. — 28s. 7d. to 26s. 2d.		60 fl. —	9s. 6d.			3 fl. —	5d.
165 fl. —	150 fl. — 26s. 2d. to 23s. 9d.		75 fl. —	11s. 10d.			3 fl. —	5d.
150 fl. lower	23s. 9d.		90 fl. —	14s. 3d.			3 fl. —	5d.

Rotterdam is a very advantageous port for warehousing foreign corn, being conveniently situated, and the warehouse rent low, not exceeding 2d. or 2½d. per quarter per month.

French Corn Trade. — It appears, from the accounts given by the Marquis Garnier in the last edition of his translation of the *Wealth of Nations*, that the price of the *hectolitre* of wheat in the market of Paris amounted, at an average of the 19 years ending with 1819, to 20 fr. 53 cents; equal to 30 fr. 80 cents the septier; or, taking the exchange at 25 fr., to 45s. 6d. the quarter. Chaptal, in his valuable work, *Sur l'In-*

dustrie Française (tom. i. p. 226.), published in 1819, estimates the ordinary average price of wheat throughout France at 18 fr. the hectolitre, or 42s. 10d. the quarter. In 1840, however, the price of wheat in Paris in June varied from 63s. to 64s. 6d., falling to about 45s. after harvest. The various expenses attending the importation of a quarter of French wheat into London and its delivery to the millers may be taken, at a medium, at about 8s. a quarter. France, however, has but rarely any surplus produce to dispose of; so that it would be impossible for us to import any considerable quantity of French corn without occasioning a great advance of price; and in point of fact, our imports from France have been generally inconsiderable, except in years when our prices were much above an average.

The mean of the different estimates framed by Vauban, Quesnay, Expilly, Lavoisier, and Arthur Young, gives 61,519,672 septiers, or 32,810,000 quarters, as the total average growth of the different kinds of grain in France. — (*Peuchet, Statistique Élémentaire*, p. 290.) We, however, took occasion formerly to observe (*Supp. to Encyc. Brit. art. Corn Laws*) that there could not be a doubt that this estimate was a great deal too low; and the more careful investigations of late French statisticians fully confirm this remark. The annual produce of the harvests of France is at present (1842) estimated from returns obtained under official authority, at 69,558,000 hectolitres of wheat, and 112,958,000 do. of other sorts of grain; making in all 182,517,000 hectolitres, or 62,740,000 Imp. quarters. Of this quantity it is supposed that about 16 per cent. is consumed as seed, 19 per cent. in the feeding of different species of animals, and 2 per cent. in distilleries and breweries.

The reader will not fail to observe that, according to this statement, the consumption of corn in France, which has a population of about 34,000,000, is not more than equal to that of the U. Kingdom, the population of which may, at present (1842) be taken at 27,000,000. And we have no doubt that such is the fact; for, though the consumption of corn in France materially exceeds its proportional consumption in Ireland, it is very far below the proportional consumption of Great Britain. The corn expended in this country in the keep of horses and in distilleries, would of itself suffice to feed a third part of the people of France.

The foreign corn trade of France was regulated till within these few years by a law which forbade exportation, except when the home prices were below certain limits; and which restrained and absolutely forbade importation except when they were above certain other limits. The prices regulating importation and exportation differed in the different districts into which the kingdom was divided. Latterly, however, importation has been at all times allowed under graduated duties, which, however, like those of this country, become prohibitory when the prices sink to a certain level. The frontier departments are divided into four separate districts, the prices in each district governing the duties on importation into it, so that it sometimes happens that corn warehoused in a particular port, where it is not admissible except under a high duty, has been carried to another port in another district, and admitted at a low duty. An official announcement is issued on the last day of each month, of what the duties are to be in each district during the succeeding month.

Spanish Corn Trade. — The exportation of corn from Spain was formerly prohibited under the severest penalties. But in 1820, grain and flour were both allowed to be freely exported; and in 1823, this privilege was extended to all productions (*frutos*), the growth of the soil. There is now, in fact, no obstacle whatever, except the expense of carriage, to the conveyance of corn to the sea-ports, and thence to the foreigner. Owing, however, to the corn-growing provinces being principally situated in the interior, and to the extreme badness of the roads, which renders carriage to the coast both expensive and difficult, the exports are reduced within comparatively narrow limits; the same difficulty of carriage frequently gives rise to very great differences in the prices in markets, in all parts of the country, only a few leagues distant. Were the means of communication improved, and any thing like security given to the husbandman, Spain would, in no long time, become one of the principal exporting countries of Europe. Old Castile, Leon, Extremadura, and that part of Andalusia to the south and east of Seville, are amongst the finest corn countries of Europe, and might be made to yield immense supplies. But owing to the disturbed state of the country, and the want of a market for their produce, they can hardly be said to be at all cultivated. And yet such is their natural fertility, that in good seasons the peasants not only reap those fields nearest to the villages!

In 1831 we imported 146,134 quarters of wheat from Spain, principally from Bilbao, Santander, and other northern towns. But from that period down to 1840, when we imported 46,939 quarters, exportation from Spain had almost entirely ceased. (See *BILBAO*.)

Corn Trade of Odessa. — Odessa, on the Black Sea, is the only port in Southern Europe from which any considerable quantity of grain is exported. But the exports from her are not nearly so extensive as is generally supposed, and they cannot be materially increased without a previous increase in the facilities of conveying corn from the interior. At present it is almost wholly brought to the town in carts drawn by oxen; and the supply of corn depends almost as much on the number of cattle that may be employed for this purpose as on the productiveness of the harvests. It appears, from an official statement published in Odessa, that the quantity of corn brought to the town in the undermentioned years has been —

1834	-	-	691,000 chetwerts.*	1838	-	-	1,241,000 chetwerts.
1835	-	-	878,700	1839	-	-	1,150,000
1836	-	-	878,700	1840	-	-	680,000
1837	-	-	950,498				

* A chetwert is about 5·8 bushels.

During the three years, ending with 1840, the average price of the best Odessa wheat, which, however, is inferior to that of England, was 34s. 6d. per quarter on the spot; and owing to the length and tediousness of the voyage from Odessa, and the risk of the grain heating on the passage, the charges attending its importation, including insurance, &c., amount to from 15s. to 16s. a quarter. It is plain, therefore, that the Odessa wheat brought to England during the above three years must, speaking generally, have cost the importer about 50s. a quarter exclusive of profit; and, supposing its price in Odessa to be reduced under a system of free intercourse to 30s. a quarter, still it is plain it could not be sold in London, under a duty of 5s. or 7s. a quarter, for less than from 52s. to 54s. a quarter; that is, for less than the price of Dantsic wheat, which is superior to it by at least 5s. or 6s. a quarter.

Both soft and hard wheat are exported from Odessa; but the former, which is by far the most abundant, is only brought to England. Supposing British wheat to sell at about 60s., Odessa wheat, in good order, would not be worth more than 52s. in the London market; but it is a curious fact, that in the Mediterranean the estimation in which they are held is quite the reverse; at Malta, Marseilles, Leghorn, &c., Odessa wheat fetches a decidedly higher price than British wheat.

The hard wheat brought from the Black Sea comes principally from Taganrog. It is a very fine species of grain, being full 10 per cent. heavier than British wheat, with not more than half the bran. It is used in Italy for making macaroni and vermicelli, and things of that sort; very little of it has found its way to England.

The voyage from Odessa to Britain is of uncertain duration, but generally very long. It is essential to the importation of the wheat in a good condition, that it should be made during the winter months. When the voyage is made in summer, unless the wheat be very superior, and be shipped in exceedingly good order, it is almost sure to heat; and has sometimes, indeed, been injured to such a degree as to require to be dug from the hold with pickaxes. Unless, therefore, means be devised for lessening the risk of damage during the voyage, there is little reason to think that Odessa wheat will ever be largely imported into Britain. (See the evidence of J. H. Lander, Esq. and J. Schneider, Esq. before the Lords' Committee in 1837, on the price of foreign corn.)

We subjoin a statement of the probable cost of importing 2,000 chetwerts, or 1,453 quarters of wheat from Odessa to London.

Charges in London.		£ s. d.	£ s. d.	£ s. d.
Policy duty on 1,200l. at $\frac{1}{2}$ per cent.	- - -	3 0 0		
Insurance on 1,150l. at 2s. per cent.	- - -	24 3 0		
Commission do. $\frac{1}{2}$	- - -	- - -	27 3 0	
Freight on 1,453 quarters wheat, at 12s. per quarter	- - -	871 10 0	5 15 0	
Primage, 10 per cent.	- - -	87 3 7		
Gratification	- - -	10 10 0		
Charter-party, 12; custom-house entries, 10s.	- - -	- - -	969 9 7	
Metage on ship, at 4s. 3d. per last	- - -	- - -	1 10 0	
Lestage	- - -	- - -	31 3 7	
Lighterage of 1,453 quarters at 4d.	- - -	- - -	1 4 2	
Landing, wharfage, housing, and delivering, at 9d.	- - -	- - -	24 4 4	
Rent 4 weeks, at 5s. per 100 quarters per week	- - -	- - -	54 9 8	
Metage, &c. ex granary	- - -	- - -	14 10 7	
			7 5 0	
			£1,136 15 0	
			Or per quarter	0 15 8
And in addition to the above, the charge for probable damage on the voyage may be estimated at 2s. a quarter.				
And the factorage in London at 1s. per quarter.				

American Corn Trade.—The prices of wheat at New York and Philadelphia may be taken, at an average, at from 40s. to 43s. a quarter; and as the cost of importing a quarter of wheat from the United States into England amounts to from 13s. to 14s., it is seen that no considerable supply could be obtained from that quarter, were our prices under 53s. or 56s. It ought also to be remarked, that prices in America are usually higher than in the Baltic; so that but little can be brought from the former, except when the demand is sufficient previously to take off the cheaper wheats of the northern ports.

The exports of wheat from the United States are, however, comparatively trifling; it being in the shape of flour that almost all their exports of corn are made. The shipments of this important article from Baltimore, Philadelphia, New York, New Orleans, and other ports, have occasionally been very large, though latterly they have been rather decreasing, and in some late years there was, in fact, a considerable exportation of corn from England, the Hanse towns, &c., for the United States. In proof of this it may be mentioned, that in the year ending the 30th of September, 1837, 3,591,259 bushels of foreign wheat were imported into the U. States, of which 792,675 bushels were from England. The British West Indies, Cuba, Mexico, Brazil, England, and France, are the principal markets to which American flour is sent. All sorts of flour, whether made of wheat, rye, Indian corn, &c., exported from the United States, must previously be submitted to the inspection of officers appointed for that purpose. The law further directs, that the barrels, in which it is shipped, shall be of certain dimensions, and that each barrel shall contain 196 lbs. of flour, and each half barrel 98 lbs. The inspector, having ascertained that the barrels correspond with the regulations as to size, weight, &c., decides as to the quality of the flour: the first, or best sort, being branded *Superfine*; the second, *Fine*; the third, *Fine Middlings*; and the fourth, or lowest quality, *Middlings*. Such barrels as are not merchantable are marked *Bad*; and their exportation, as well as the exportation of those deficient in weight, is prohibited. Rye flour is divided into 3 sorts, being either branded *Superfine Rye Flour*, or *Fine Rye Flour*. Maize flour is branded *Indian Meal*; flour made from buck-wheat is branded *B. Meal*. Indian meal may be exported in hhd. of 800 lbs. Flour for home consumption is not subjected to inspection. The inspection must take place at the time and place of exportation, under a penalty of 5 dollars per barrel. Persons altering or counterfeiting marks or brands forfeit 100 dollars; and persons putting fresh flour into barrels already marked or branded, or offering adulterated wheaten flour for sale, forfeit in either case 5 dollars for each barrel.

The fees of branding were reduced in 1832. They amount, in New York, to 3 cents for each hoghead, and 1 cent for each barrel and half barrel of full weight. A fine of 30 cents is levied on every barrel or half barrel below the standard weight, exclusive of 20 cents for every pound that it is deficient.

The act 5 Vict. sess. ii. c. 14. enacts, that every barrel of wheaten flour imported shall be deemed equivalent to 38½ gallons of wheat, and shall be charged with a corresponding

duty (*anti*, p. 421.). Hence, when the price of British wheat per quarter is between 52s. and 53s., the duty on the barrel of flour is 10s. 9'3d.; when wheat is between 60s. and 61s., the duty on flour is 7s. 2d.; and when wheat is between 69s. and 70s., the duty on flour is 3s. 3d. We subjoin

An Account of the Exports of Wheat and Wheat-flour from the United States in each year, from 1810 to 1840, both inclusive, with the Prices of Wheat per Barrel in Philadelphia, and the Annual Shipments of Flour for England.

Years.	Bushels of Wheat exported.	Barrels of Flour exported.	Average Price of Flour per Barrel each year in Philadelphia.	Average Price of Flour per Barrel each year in British Currency.	Quantity of Flour shipped to England.	Exports of Flour from Canada.	Years.	Bushels of Wheat exported.	Barrels of Flour exported.	Average Price of Flour per Barrel each year in Philadelphia.	Average Price of Flour per Barrel each year in British Currency.	Quantity of Flour shipped to England.	Exports of Flour from Canada.
			Dolls.	L. s. d.	Barrels.	Barrels.				Dolls.	L. s. d.	Barrels.	Barrels.
1810	325,994	798,431	9-37	2 0 7	92,136	12,519	1826	45,166	857,890	4-65	1 0 1	18,355	33,640
1811	216,833	1,445,012	9-95	2 5 1	58,183	10,349	1827	24,182	868,496	5-23	1 2 7	55,129	54,023
1812	35,432	1,415,498	9-85	2 8 7	28,429	57,043	1828	8,506	860,809	5-00	1 7 3	23,438	35,739
1813	288,535	1,460,942	8-92	1 18 7	-	517	1829	4,007	837,385	6-33	1 7 5	221,176	11,783
1814	-	135,274	8-60	1 17 5	-	1,217	1830	45,289	1,227,434	4-83	1 0 11	326,182	11,749
1815	17,634	862,739	8-71	1 17 8	101,885	1,920	1831	408,910	1,306,329	5-07	1 4 6	879,430	-
1816	63,221	729,053	9-78	2 3 4	5,572	1,133	1832	88,304	864,919	5-72	1 4 9	95,358	51,419
1817	96,407	1,479,198	11-69	2 11 5	706,601	38,047	1833	32,421	955,768	5-63	1 4 4	22,207	51,435
1818	196,808	1,157,697	9-96	2 3 1	389,530	30,543	1834	36,948	835,352	5-17	1 2 4	19,687	26,812
1819	82,065	750,660	7-11	1 10 9	51,847	12,093	1835	47,762	779,396	5-88	1 5 5	5,376	16,976
1820	22,137	1,177,086	4-72	1 0 5	171,772	45,369	1836	8,062	905,400	7-99	1 14 7	161	-
1821	45,821	1,056,119	4-78	1 0 8	94,541	22,633	1837	17,503	318,719	9-37	2 0 7	-	-
1822	4,418	827,865	6-58	1 8 4	12,096	47,247	1838	6,291	448,161	7-79	1 13 9	8,295	-
1823	4,272	756,707	6-82	1 9 6	4,252	46,250	1839	96,325	925,151	-	-	167,582	-
1824	20,373	996,792	5-02	1 4 4	79,873	41,901	1840	1,730,860	1,807,501	-	-	620,919	-
1825	17,990	815,906	5-10	1 2 1	27,372	40,003							

Mr. Reuss (p. 120.) gives the following *pro forma* account of the expenses attending the importation of a cargo of 5,000 bushels of wheat from New York, supposing it to cost 1 dol. 12 cents a bushel, which, however, is below its average price.

	Dollars.	L. s. d.	L. s. d.
5,000 bushels, at 1 dol. 12 cents per bushel	5,600-00		
Winnowing, measuring, and delivery on board	150-00		
Brokerage, 1 per cent.	56-00		
Insurance, 6,000 dols. at 1 per cent.	90-00		
	268-00		
Commission, 5 per cent.	5,868-00		
	293-40		
	6,161-40		
Exchange, 110 per cent.	L. 1,260	1 8	
Freight, 125 tons at 15s. per ton	- 93 15 0		
Primage, 5 per cent.	- 4 13 9		
Entry, officer's fees, and city dues	- 98 8 9		
Metage from the ship at 2s. 8d. per last of 10 qrs.	- 6 18 4		
	117 7 1		
Brought forward	-	117 7 1	1,260 1 8
Petty charges, at 1s. per last of 10 qrs.	-	2 12 0	
Lighterage and portorage to granary, 9d. per quarter	-	19 10 0	
Granary rent and fire insurance, say, 4 weeks at 2s. per 100 qrs. per week	-	2 2 0	
Turning, at 2s. per 100 quarters	-	0 10 6	
Metage and portorage to the granary, at 4s. per 100 quarters	-	10 8 0	
Do. do. from the do. at 5s. per qr. 11 lbs. 8	-	1 16 8	
Postage and stamps	-	1 7 0	
Package, 1s. per quarter	-	26 0 0	
Guarantee, 1 -	-	4 3 p. cent. 63	0 11
Interest	-	-	244 4 2
			1,504 5 10
In London.			
103-06 quarters, Winchester measure, equal to 100 quarters Imperial			
5,000 bushels Winchester measure, equal to 604 quarters Imperial measure, costing 49s. 9d. per quarter in bond			1,503 14 2

The usual price of wheat in Canada, when there is a demand for the English market, is about 40s. a quarter; but taking it as low as 35s., if we add to this 13s. a quarter as the expenses of carriage and warehousing, it will make its price in Liverpool, when delivered to the consumer, 48s.; and being spring wheat, it is not so valuable, by about 6s. a quarter, as English wheat. The duty on corn imported from a British colony being, when the home price is under 55s., only 5s., it is suspected that a good deal of the flour brought from Canada has been really furnished by the United States. Occasionally too wheat has been sent from Russia to Canada, in the view (as is alleged) of its being re-shipped, under the low duty, to British ports; the saving of duty being supposed sufficient to counterbalance the cost of a double voyage across the Atlantic! But grain from the colonies is not admitted into England at the low duty, without the exporters subscribing a declaration that it is the produce of such colonies, any wilful inaccuracy in such document being punished by the forfeiture of the corn so imported, and of 100l. of penalty; and in addition to this, the corn, flour, &c. must also be accompanied by a *certificate of origin* subscribed by the collector or comptroller at the port of shipment. It is, therefore, difficult to see how the importers of European corn into Canada are to succeed in getting it shipped for England as colonial corn; and we believe that most of it goes to the West Indies.

We subjoin a statement, compiled by authority, from returns made by the British consuls in 1841, exhibiting the probable amount of corn which they suppose might be furnished by the principal continental ports, in the event of importation being always free in England under a moderate duty, and the probable average price of such corn free on board. There may be and probably are errors in this statement; but, on the whole, its general correctness may be depended on; and it strikingly corroborates the statements already laid before the reader.

	Quantity of Grain of each Kind that could be exported to England, from the Consular Districts, if the Trade in Corn in England were constantly open, at a moderate Duty.				Average Prices, free on Board, per Imperial Quarter.											
	Wheat.	Rye.	Barley.	Oats.	Wheat.			Rye.			Barley.			Oats.		
	Qrs.	Qrs.	Qrs.	Qrs.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Petersburgh *	192,800	122,500	47,000	245,000	39 1	19 4	17 11	12 5	12 5	12 5	12 5	12 5	12 5	12 5	12 5	12 5
Riga	Uncert.	Uncert.	Uncert.	Uncert.	49 7	26 4	21 10	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0
Liebau *	30,000	170,000	300,000	60,000	45 7	25 9	18 7	11 4	11 4	11 4	11 4	11 4	11 4	11 4	11 4	11 4
Odessa	150,000	Uncert.	Uncert.	Uncert.	26 6	30 0 to 35 0	22 0 to 24 0	15 0 to 18 0	15 0 to 18 0	15 0 to 18 0	15 0 to 18 0	15 0 to 18 0	15 0 to 18 0	15 0 to 18 0	15 0 to 18 0	15 0 to 18 0
Stockholm	1,000	2,000	10,000	12,000	40 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Dantzic	315,000	105,000	42,300	10,500	40 0	0 to 45 0	18 0 to 20 0	14 0 to 18 0	14 0 to 18 0	14 0 to 18 0	14 0 to 18 0	14 0 to 18 0	14 0 to 18 0	14 0 to 18 0	14 0 to 18 0	14 0 to 18 0
Königsberg	65,000	100,000	20,000	40,000	40 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Stettin	250,000	40,000	30,000	20,000	40 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Memel	5,964	45,759	15,466	20,024	35 0	27 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0
Elsinore	175,000	27,500	225,000	225,000	30 0 to 36 0	22 0 to 35 0	16 0 to 24 0	12 0 to 15 0	12 0 to 15 0	12 0 to 15 0	12 0 to 15 0	12 0 to 15 0	12 0 to 15 0	12 0 to 15 0	12 0 to 15 0	12 0 to 15 0
Hamburgh *	338,000	97,000	195,700	195,700	35 0 to 45 0	23 0 to 30 0	20 0 to 25 0	11 0 to 16 0	11 0 to 16 0	11 0 to 16 0	11 0 to 16 0	11 0 to 16 0	11 0 to 16 0	11 0 to 16 0	11 0 to 16 0	11 0 to 16 0
Rotterdam	Uncert.	Uncert.	Uncert.	Uncert.	55 0	32 1	28 9	22 1	22 1	22 1	22 1	22 1	22 1	22 1	22 1	22 1
Antwerp	Uncert.	Uncert.	Uncert.	Uncert.	56 5	32 1	28 9	22 1	22 1	22 1	22 1	22 1	22 1	22 1	22 1	22 1
Palermo	200,000	200,000	200,000	200,000	38 0	38 0	38 0	38 0	38 0	38 0	38 0	38 0	38 0	38 0	38 0	38 0
Total	2,222,464	912,259	852,566	808,714	—	—	—	—	—	—	—	—	—	—	—	—
General average	—	—	—	—	40s. 6d.	24s. 0½d.	19s. 6½d.	14s. 1½d.	14s. 1½d.	14s. 1½d.	14s. 1½d.	14s. 1½d.	14s. 1½d.	14s. 1½d.	14s. 1½d.	14s. 1½d.

Inferences from the above Review of Prices. — We may, we think, satisfactorily conclude, from this pretty lengthened review of the state of the foreign corn trade, that in the event of all restrictions on the importation of corn into our markets being abolished, it could not, in ordinary years, be imported for less than 50s. or 52s. a quarter. But taking it so low as 48s., it is plain it could not, in the event of its being charged with a duty of 5s. or 7s., be sold for less than 53s. or 55s.

Now, it appears, from the previous account, No. III., that the average price of wheat in England and Wales, during the whole period (from the 15th of July 1828 to the 28th of April 1842) that the late corn act, the 9 Geo. IV. cap. 60., was in operation, amounted to 59s. 4d. a quarter; and it will be observed that the crops from 1828 to 1831, and from 1837 to 1841, inclusive, were very deficient, and that the importations in those years were extremely large. But without taking this circumstance into account, it is clear, from the previous statements, that the opening of the ports under a fixed duty of 5s. or 7s. could not occasion a reduction of more than 4s., or at the outside of 6s., a quarter in the average prices of the above period.

We feel pretty confident that these statements cannot be successfully controverted; and they show, conclusively, how erroneous it is to suppose that the repeal of the existing corn laws, and the opening of the ports for importation, under a low duty of 5s. or 7s., would cause a ruinous decline in the price of corn, or give any serious check to agriculture. The price of wheat in England, at an average of the ten years ending with 1820, was no less than 86s. 3d. a quarter. Its average price has since, as we have just seen, been reduced to 59s. 4d. a quarter; and yet, notwithstanding this tremendous fall, a most extraordinary improvement has taken place in agriculture since 1820; so much so that we now provide for an additional population of above seven millions, with but a slight increase of importation in unfavourable years, and in favourable years with no importation at all. Under such circumstances can anything be more childish than to suppose that a fall of 5s. or 6s. a quarter in the average price of corn should have any disastrous, or indeed sensible, influence over agriculture? Improvements of all sorts were never more vigorously prosecuted than in 1836 and 1837, and yet the average price of corn in those years did not exceed 52s. 2d.; that is, it did not exceed its probable future price with open ports, and a fixed duty of only 5s. a quarter!

It is, also, seen from the previous account, No. IX., that at an average of very nearly the whole period during which the late corn law was in operation, the rate of duty on wheat imported amounted to only 5s. 7d. a quarter; and it has now been sufficiently established, that with a fixed duty of this amount, average prices would undergo very little variation. It is plain, therefore, that the system we have ventured to recommend would occasion little or no inconvenience; at the same time, however, it would have the advantage of obviating the injurious fluctuations that grow out of the present system, and of getting rid of the eternal agitation of this question.

At all events the landlords and farmers may dismiss their unreasonable fears and apprehensions. Their prosperity does not depend on restrictive regulations, but is the effect of the fertility of the soil which belongs to them, of the absence of all oppressive feudal privileges, and of the number and wealth of the consumers of their produce. It would, for the reasons already stated, be unjust wholly to deprive them of protection; but we are well convinced that, though it were entirely abolished, their interests would not be seriously compromised; and that in no very lengthened period agriculture would be as flourishing as ever.

* In the answers from Petersburg, Liebau, and Hamburgh, the gross amount that could be exported to Foreign Countries seems to have been given, not the quantity which might be shipped to England.

† The return from Hamburgh includes those from Lübeck, Bremen, Rostock, &c.

‡ This quantity could be exported in years of abundant harvest only.

COTTON (Ger. *Baumwolle*; Du. *Katoen*. *Boomwool*; Da. *Bomuld*; Sw. *Bomull*; Fr. *Coton*; It. *Cotone*, *Bambagia*; Sp. *Algodon*; Port. *Algodão*; Rus. *Chlobschataja bumaga*; Pol. *Bawełna*; Lat. *Gossypium*, *Bombax*; Arab. *Kutun*; Sans. *Kapasa*; Hind. *Rūhi*; Malay, *Kapas*), a species of vegetable wool, the produce of the *Gossypium herbaceum*, or cotton shrub, of which there are many varieties. It is found growing naturally in all the tropical regions of Asia, Africa, and America, whence it has been transplanted, and has become an important object of cultivation, in the southern parts of the United States, and to some extent also in Europe.

Cotton is distinguished in commerce by its colour, and the length, strength, and fineness of its fibre. White is usually considered as characteristic of secondary quality. Yellow, or a yellowish tinge, when not the effect of accidental wetting or inclement seasons, is considered as indicating greater fineness.

There are many varieties of raw cotton in the market, their names being principally derived from the places whence they are brought. They are usually classed under the denominations of *long* and *short stapled*. The best of the first is the *sea-island* cotton, or that brought from the shores of Georgia; but its qualities differ so much, that the price of the finest specimens is often four times as great as that of the inferior. The superior samples of Brazil cotton are reckoned among the long stapled. The *upland* or *bowed* Georgia cotton forms the largest and best portion of the short stapled class. All the cottons of India are short stapled.

The estimation in which the different kinds of cotton wool are held may be learned from their prices at the time in any great market. The inferiority of Bengal and Surat cotton is sometimes ascribed to the defective mode in which it is prepared; but Mr. Horace H. Wilson doubts whether it can be grown in India of a better kind.

The manufacture of cotton has been carried on in Hindostan from the remotest antiquity. Herodotus mentions (lib. iii. c. 106.) that in India there are wild trees that produce a sort of wool superior to that of sheep, and that the natives dress themselves in cloth made of it.—(See, to the same effect, *Arrian Indic.* c. 16. p. 582.) The manufacture obtained no footing worth mentioning in Europe till last century.

1. *Rise and Progress of the British Cotton Manufacture*.—The rapid growth and prodigious magnitude of the cotton manufacture of Great Britain are, beyond all question, the most extraordinary phenomena in the history of industry. Our command of the finest wool naturally attracted our attention to the woollen manufacture, and paved the way for that superiority in it to which we have long since attained: but when we undertook the cotton manufacture, we had comparatively few facilities for its prosecution, and had to struggle with the greatest difficulties. The raw material was produced at an immense distance from our shores; and in Hindostan and China the inhabitants had arrived at such perfection in the arts of spinning and weaving, that the lightness and delicacy of their finest cloths emulated the web of the gossamer, and seemed to set competition at defiance. Such, however, has been the influence of the stupendous discoveries and inventions of Hargraves, Arkwright, Crompton, Cartwright, and others, that we have overcome all these difficulties—that neither the extreme cheapness of labour in Hindostan, nor the excellence to which the natives had attained, has enabled them to withstand the competition of those who buy their cotton; and who, after carrying it 5,000 miles to be manufactured, carry back the goods to them. This is the greatest triumph of mechanical genius: and what perhaps is most extraordinary, our superiority is not the late result of a long series of successive discoveries and inventions; on the contrary, it has been accomplished in a very few years. Little more than half a century has elapsed since the British cotton manufactory was in its infancy; and it now forms the principal business carried on in the country,—affording an advantageous field for the accumulation and employment of millions upon millions of capital, and of thousands upon thousands of workmen! The skill and genius by which these astonishing results have been achieved, have been one of the main sources of our power: they have contributed in no common degree to raise the British nation to the high and conspicuous place she now occupies. Nor is it too much to say that it was the wealth and energy derived from the cotton manufacture that bore us triumphantly through the late dreadful contest, at the same time that it gives us strength to sustain burdens that would have crushed our fathers, and could not be supported by any other people.

The precise period when the manufacture was introduced into England is not known; but it is most probable that it was some time in the early part of the 17th century. The first authentic mention is made of it by Lewis Roberts, in his *Treasure of Traffic*, published in 1641, where it is stated, “The town of Manchester, in Lancashire, must be also herein remembered, and worthily for their encouragement commended, who buy the yarn of the Irish in great quantity, and weaving it, returne the same again into Ireland to sell. Neither doth their industry rest here; for they buy cotton wool in London that comes first from Cyprus and Smyrna, and at home worke the same, and perfect it into

fustians, vermillions, dimities, and other such stuffs, and then return it to London, where the same is vented and sold, and not seldom sent into foreign parts, who have means, at far easier terms, to provide themselves of the said first materials." — (Orig. ed. p. 32.) It is true, indeed, that mention is frequently made by previous writers, and in acts of the legislature passed at a much earlier period*, of "Manchester cottons," "cotton velvets," "fustians," &c.; but it is certain that these articles were *wholly composed of wool*, and had most probably been denominated cottons from their having been prepared in imitation of some of the cotton fabrics imported from India and Italy.

From the first introduction of the cotton manufacture into Great Britain down to the comparatively late period of 1773, the weft, or transverse threads of the web, only, were of cotton; the warp, or longitudinal threads, consisting wholly of linen yarn, principally imported from Germany and Ireland. In the first stage of the manufacture, the weavers, dispersed in cottages throughout the country, furnished themselves as well as they could with the warp and weft for their webs, and carried them to market when they were finished: but about 1760, a new system was introduced. The Manchester merchants began about that time to send agents into the country, who employed weavers, whom they supplied with foreign or Irish linen yarn for warp, and with raw cotton, which being carded and spun, by means of a common spindle or distaff, in the weaver's own family, was then used for weft. A system of domestic manufacture was thus established; the junior branches of the family being employed in the carding and spinning of the cotton, while its head was employed in weaving, or in converting the linen and cotton yarn into cloth. This system, by relieving the weaver from the necessity of providing himself with linen yarn for warp and raw cotton for weft, and of seeking customers for his cloth when finished, and enabling him to prosecute his employment with greater regularity, was an obvious improvement on the system that had been previously followed; but it is at the same time clear that the impossibility of making any considerable division among the different branches of a manufacture so conducted, or of prosecuting them on a large scale, added to the interruption given to the proper business of the weaver, by the necessity of attending to the cultivation of the patches of ground which they generally occupied, opposed invincible obstacles to its progress, so long as it was conducted in this mode.

It appears from the Custom-house returns, that the total quantity of cotton wool annually imported into Great Britain, at an average of the *five* years ending with 1705, amounted to only 1,170,881 lbs. The accounts of the imports of cotton from 1750 to 1770 have not been preserved; but until the last 2 or 3 years of that period the manufacture increased very slowly, and was of very trifling amount. Dr. Percival, of Manchester, who had the best means of being accurately informed on the subject, states that the entire value of all the cotton goods manufactured in Great Britain, at the accession of George III. in 1760, was estimated to amount to only 200,000*l.* a year, and the number of persons employed was quite inconsiderable: but in 1767, a most ingenious person, James Hargraves, a carpenter at Blackburn in Lancashire, invented the *spinning jenny*. At its first invention, this admirable machine enabled *eight* threads to be spun with the same facility as one; and it was subsequently brought to such perfection, that a little girl was able to work no fewer than from *eighty to one hundred and twenty* spindles.

The jenny was applicable only to the spinning of cotton for weft, being unable to give to the yarn that degree of firmness and hardness which is required in the longitudinal threads or warp: but this deficiency was soon after supplied by the introduction of the *spinning-frame*, — that wonderful piece of machinery which spins a vast number of threads of any degree of fineness and hardness, leaving to man merely to feed the machine with cotton, and to join the threads when they happen to break. It is not difficult to understand the principle on which this machine is constructed, and the mode of its operation. It consists of two pairs of rollers, turned by means of machinery. The lower roller of each pair is furrowed or fluted longitudinally, and the upper one is covered with leather, to make them take a hold of the cotton. If there were only one pair of rollers, it is clear that a carding of cotton passed between them would be drawn forward by the revolution of the rollers, but it would merely undergo a certain degree of compression from their action. No sooner, however, has the carding, or *roving*, as it is technically termed, begun to pass through the first pair of rollers, than it is received by the second pair, which are made to revolve with (as the case may be) 3, 4, or 5 times the velocity of the first pair. By this admirable contrivance, the roving is drawn out into a thread of the desired degree of tenuity; a twist being given to it by the adaptation of the spindle and fly of the common flax-wheel to the machinery.

Such is the principle on which Sir Richard Arkwright constructed his famous spinning frame. It is obvious that it is radically and completely different from the previous

* In an act of 5 & 6 Edw. 6. (1552), entitled, for the true making of WOOLLEN cloth, it is ordered, "That all cottons called *Manchester*, Lancashire, and *Cheshire* cottons, full wrought for sale, shall be in length," &c. This proves incontrovertibly, that what were then called cottons were made wholly of wool.





